

# Bus & Coach BUYER

6 August 2004

Issue 776

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1998 VOLVO B10M BERKHOF AXIAL, 30/49 recliners, rear kitchen, toilet, tables, air conditioned.....	£87,500
1997 R VOLVO B10M BERKHOF AXIAL, 49/51 recliners, centre toilet/cont. door, fridge, boiler, webasto, Telmar, air conditioned.....	£87,500
1996 MERCEDES 208 SPRINTER, 8 seats, <b>air conditioned</b> .....	£7,500
1995 SETRA S210H 24 Ambiente recliners, 6 tables 2 crew seats, rear saloon, toilet, rear servery, video + monitor, <b>air conditioned</b> .....	£50,000
1994 SCANIA K113 VAN HOOL ALIZEE 49 rec, crew seat, crew saloon toilet, fridge/boiler by crew seat, airco, auto G/B.....	£52,500
1994 SETRA 210H 35 recliners, rear continental door + steps + floor panel, <b>air conditioned</b> , fridge by dashboard, curtains.....	£47,000
1993 VOLVO B10M VAN HOOL ALIZEE 49 recliners, rear sunken toilet, continental door, double glazed, <b>air conditioning</b> , crew seat.....	£49,500
1993 VOLVO B10M VAN HOOL ALIZEE 48 recliners, crew seat, rear sunken toilet, continental door, <b>air conditioned</b> , rack locker doors, Telma.....	£49,000

### VOLVOS

1993 VOLVO B10M JONCKHEERE DEAUVILLE, 51 <b>retrimmed</b> recliners, crew seat, rear sunken toilet, cont. door, double glazed.....	£49,500
1991 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 seat, automatic.....	£21,000
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1994 TOYOTA OPTIMO, 18 seats, large boot.....	£7,750
1991 LEYLAND TIGER 290 PLAXTON PARAMOUNT 3200, 53 seats, power door, Cummins L10 Engine.....	£22,000
1991 DAF SB2300, VAN HOOL ALIZEE DH, 49 recliners, crew seat, D/G, c/dem, toilet/cont door.....	£19,750
1990 MERCEDES 609 M2M, 23 seats.....	£3,750
1990 MERCEDES 0303 PLAXTON PARAMOUNT, 53 seat, power door.....	£29,500
1989 BOVA FUTURA FHD, 51/55 seats, centre demountable toilet.....	£18,950
1988 SCANIA K112 JONCKHEERE D/DECK 74 seat... <b>RING TO VIEW</b> .....	£22,000
1988 MERCEDES 0303, 49 recliners, toilet.....	£15,000
1988 SCANIA K112 PLAXTON PARAMOUNT 3500, 49 retrimmed recliners, centre sunken toilet, crew seat, continental door.....	£14,000
1987 DAF SB2300 VAN HOOL ALIZEE DH, 49 recliners, centre sunken toilet.....	£9,000
1987 BEDFORD YNV PLAXTON PARAMOUNT 3200, 57 seats.....	£4,000
1986 LEYLAND TIGER (VOLVO ENGINE) BERKHOF ESPRITE, semi auto, 53 seat.....	£6,500
1986 BEDFORD YMQ PLAXTON 3200 35 retrimmed rec, 2 tables.....	£4,500
1985 LEYLAND TIGER PLAXTON PARAMOUNT 3500, semi auto, 51 recliners, crew seat.....	£5,500
1985 DAF SB2300 BERKHOF ESPRITE, 53 seats.....	£5,000
1982 SETRA S215HD, 49 recliners, centre toilet, cont, door.....	£5,000

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### 2001 (Sept) BOVA FUTURA FHD 12.370 INTEGRAL 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, drinks machine, fridge, ZF retarder, power driver's window and wired 2x for TV/video. Exterior metallic lilac.

### 2000 VOLVO B10M BERKHOF AXIAL 12M

51 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, Webasto pre-heater and wired TV/video. Exterior white.



### 2000 IVECO EURORIDER BEULAS STERGO-e 12M

49 recliners, blue/multi-col moquette, centre sunken toilet, power operated continental door, double glazed tinted side windows, curtains, courier seat, AIR CON, driver's sleeping berth, drinks machine, fridge, wired for TV/video, driver's door, and power courier's and driver's windows. Exterior white.

### 1998 VOLVO B10M JONCKHEERE MISTRAL 12M

51/53 recliners, grey multi-col moquette, centre sunken demountable toilet, double glazed side windows, curtains, courier seat, fridge, drinks machine and wired TV/video. Exterior white.



### 1998 SCANIA K113 VAN HOOL ALIZEE-HE 12M

49 recliners, blue multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, driver's berth, Comfort shift gearbox, retarder, alloy wheels and wired TV/video. Exterior white.

### 1997 (Aug) VOLVO B10M VAN HOOL ALIZEE-HE 12M

49 recliners, grey multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, fridge, drinks machine, TELMA retarder, cruise control and wired TV/video. Exterior white.



### 1996 VOLVO B10M JONCKHEERE DEAUVILLE 12M

49 recliners, grey multi-col moquette, centre sunken toilet, double glazed side windows, curtains, courier seat, AIR CON, drinks machine and wired TV/video. Exterior white.



### 1996 DENNIS JAVELIN GX290 BERKHOF EXCELLENCE 1000 12M

51 Vogel recliners, grey multi-col moquette, rear sunken toilet, double glazed side windows, curtains, courier seat, drinks machine, AIR CON and wired TV/video. Exterior white.



### 1995 BOVA FUTURA FHD 12.340 INTEGRAL 12M

49 recliners, grey multi-col moquette, centre sunken toilet, double glazed tinted side windows, curtains, courier seat, AIR CON, drinks machine, fridge and wired for TV/video. Exterior white.

## NEW IN

**2002 IVECO EURORIDER BEULAS EL MUNDO 12M 48R**

**2001 IVECO EURORIDER BEULAS EL MUNDO 12M 48R**

**2001 (Sept) SCANIA L94 VAN HOOL ALIZEE-H 12M 49/53R**

**2000 SCANIA L94 VAN HOOL ALIZEE-H 12M 49/53R**

**1996 DAF SB3000 VAN HOOL ALIZEE-H 12M 49R**

**VOLVO**

**VAN HOOL**

**VDL BOVA**

**Silcar**

**DAF**



## Arriva buys Merseyline Travel . . .

Arriva has acquired the Liverpool based bus company, Meadowhall Ltd, that trades as Merseyline Travel. The company has been operating four services in the city with a fleet of 19 buses. It is understood that Arriva will be offering employment to all the Merseyline staff and will also be taking the company's buses. Arriva does not intend to run them

on the services but will replace them with their own vehicles, which are much newer.

Speaking of the acquisition, Arriva North West and Wales MD, Bob Hind, said, 'We are delighted with the acquisition, which will enable us to further strengthen our network and improve the quality of public transport in Merseyside.'

## . . . and Metroline buys Thorpes

Metroline has bought the bus operations of F.E.Thorpe and Sons. Thorpes based in West London have been running 66 buses on four main contracts and also has additional vehicles operating mobility bus services in the area.

It is intended to operate the

company as a standalone business within Metroline continuing to run its contracts from premises at Perivale and Wembley. Jim and Frank Thorpe, the present owners, will continue to manage the daily operations reporting to Metroline MD Steve McAleavy.

## easyBus to start on August 19

easyBus, the new low cost express coach service being set up by the founder of easyJet Stelios Haji-Ioannou, will start operating on August 19. The first service will operate from Milton Keynes to Hendon central with fares starting from £1. A second route will follow, operating between Hendon central and Luton Airport. The intention then is to link other towns along the M1 corridor to London and then to link other key destinations in the northern home counties.

The services are to be operated initially with a fleet of ten new Mercedes Sprinter minicoaches painted in the familiar 'easy' orange livery.

Hendon has been chosen as the destination and start point for the first two services because it gives good Underground connections to central London.



## . . . Stagecoach buys Motorvator

Stagecoach has bought the express coach business operated by Scottish based Motorvator. The company has been operating a 30-minute headway express service between Edinburgh and Glasgow. It is understood that Stagecoach will offer the Motorvator staff jobs within its operations but it is not taking over the vehicles run by Motorvator.

Speaking of the purchase, Tom Wileman, Director of Stagecoach

Scotland said, 'Motorvator will be an excellent addition to our range of inter-city services. We believe we can develop the Motorvator business as part of our strategy to attract more people out of their cars and on to public transport.'

John Bruce, joint owner of Motorvator said, 'We are delighted Stagecoach are taking over the Motorvator business and that they are committed to investing in the business and taking it forward.'

## Arriva - Sovereign deal goes to Competition Commission

The Office of Fair Trading has referred the proposed acquisition by Arriva of Sovereign Bus and Coach of Stevenage (see B&CB issue 771, 2 July 2004) to the Competition Commission. The OFT believes that it is or may be the case that arrangements are in progress which, if carried into effect, will result in a relevant merger situation, and that the creation of that situation may be expected to result in a substantial lessening of competition within the market for bus services in

Hertfordshire.

Penny Boys, Executive Director at the OFT said, 'This transaction combines the leading and second largest bus operator in Hertfordshire. There is a substantial risk that Arriva's absorption of Sovereign will remove an important competitive constraint - the threat of entry on to each other's routes. It is for the CC to assess further whether the merger is likely to lead to higher prices and reduced service for passengers.'

## Poor Local Authority performers improve

Four local authorities whose poor performance led to them having transport funding withheld have taken enough positive steps towards improvement to qualify for capital funds. Thurrock, East Sussex, Plymouth and Southend all scored 'weak' last December and had 5 to 10% of their allocations withheld.

Speaking of the improvement, Transport Minister Stephen McNulty said, I am very encouraged to see that the authorities assessed as weak have

taken positive steps to improvement. We are not in the business of naming and shaming but the poor showing last year has clearly provided the stimulus to take some necessary action. We are serious about the need to improve performance where it is lacking. Authorities should note that we are certainly minded to continue with a similar approach next year, however they should not assume that reduced allocations will be returned in this way in the future.'

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**Bus & Coach**  
BUYER

is published by  
Glen-Holland  
Ltd, The

Publishing Centre, 1 Woolram  
Wygate, Spalding, Lincolnshire  
PE11 1NU.

All correspondence to this address.

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A copy of Bus & Coach Buyer is mailed free to a list of over 6,500 UK bus, coach

and minibus operators every week. Bus & Coach Buyer is typeset by GA Graphics, Bath Row, Stamford PE9 2RE and printed by the Manson Group Ltd, 8 Porters Wood, Valley Road Industrial Estate, St Albans, Herts, AL3 6PZ.

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## Tougher rules for foreign coach drivers who flout the law

The Government has announced moves to stop foreign coach drivers breaking UK laws and then disappearing back to their home country before being prosecuted.

It is issuing a consultation document aimed at achieving a graduated fixed penalty and roadside deposit scheme for commercial vehicles including coaches. Under the proposals, non-UK resident drivers committing an offence will have to provide a cash deposit at the roadside equal to the fine that the offence attracts.

The Government is also proposing a new graduated fixed penalty scheme for motoring offences which it says will be fairer. VOSA will be empowered to issue fixed penalty notices for vehicle offences. Currently only the police

can issue such notices.

Speaking of the proposals, David Jamieson, Transport Minister said, 'The Government is keen to clear up the unfair situation where foreign coach drivers can avoid paying a penalty by leaving the country. It is only right that foreign coach drivers are treated the same as UK ones, particularly as UK drivers in Europe cannot escape penalties. I am aware the industry feels strongly on this matter and I want to make these changes as soon as possible.' On graduated penalties he said, 'We are also consulting on graduated penalties, which would reflect on the seriousness and number of offences. I hope we will be able to have a system which is more proportionate and effective.'

## Eavesway buy more 13.8m T917 Astrons

Eavesway Travel of Ashton-in-Makerfield, Lancashire have been so impressed with the two 13.8m Van Hool T917 Astrons they put into service earlier this year and which were evaluated in B&CB issue 760, 16 April 2004, that they have ordered three more of the giant single deck coaches. Eavesway bought the coaches primarily for operating cruise ship duties because of their huge luggage capacity, 19cu.m. This has enabled them to cut down on the number of vehicles being used for a particular duty. In the past they often had to use two coaches to carry the equivalent load because of the large amount of luggage. They have also found the coaches, which are fitted with 460bhp MAN engines and 12 speed ZF AS-Tronic transmissions, to be very economical.

Two of the new coaches will be identical in basic specification to the earlier ones, with 54 seats and full in coach touring package, but they will differ mechanically in having the DAF engine instead of the MAN. The DAF engine is slightly more powerful at 483bhp

and will again be matched to AS-Tronic transmission. Eavesway have chosen to have the DAF engine so that they can compare the performance of the two different engines. They already run a large fleet of DAF engined coaches.

The third Astron T917 will be a



very special coach. It is being built to a super luxury specification with just 36 seats, lounge, kitchen, advanced sound and vision systems and will become the new team coach for the Premier League football club, Manchester United. Eavesway have held the Manchester United team transport contract for many years. This coach will have the MAN power unit and will replace the current team coach which is a MAN powered Van Hool EOS integral.

The new coaches are being supplied by Arriva Bus and Coach.

## GoSkills Board named

GoSkills has named the members of its Board they are: Chris Moyes, CEO designate, Go-Ahead Group plc; Nigel Daniel, CEO, Swissport UK; Jennifer Digby, HR Executive, Arriva Passenger Services; Mike Galvin, Group MD, Computer Cab plc; David Luckett MBE, Chairman, Luckett's Holdings; Keith Mirchell, Partner Peter Brett Associates; Brian Shawdale, Advice and Training Director, CTA; Graham Stevenson, National Organiser of the T&G Union.



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## National Express turns in good six months results

National Express increased both turnover and profit in the first six months of this year's trading. Turnover rose from £1,258.8million to £1,266.7m. Operating profit rose by 9.4% to £61.4m and profit before tax was up 19.2% at £47.9m. Cashflow also rose from £70.7m to £127.8m whilst debt dropped from £184.6m to £123.2m.

The Bus sector increased turnover from £103.8m to £115.1m but operating profit fell marginally from £22.1m to

£21.1m. The company says it is particularly pleased with the new London operation, which is making good progress. It now operates 15 contracts and will soon be using the former LT Walworth garage in Camberwell, which is being refurbished. It also revealed that its Travel Dundee bus fleet will become 100% low floor, easy access, during 2004 - eleven years ahead of the Government deadline.

Its Rail operations also performed well, raising both

turnover and profit.

The express coach operation continues to progress with turnover up from £85.3million to £87.8million and profit increasing from £2.9million to £4.2million. Passenger numbers increased by 6%, the best ever achieved by the division. Interestingly, National Express services do not seem to have been affected by Stagecoach's Megabus operation, giving credence to Stagecoach's claim that it has grown the market.

National Express is due to

introduce its first up-specified coaches in September which will feature climate control, leather seating and on board television. The report also reveals that Eurolines, the international coach operation, is to use 13.7m vehicles to increase passenger payloads.

The company also traded well in its US operations and Australia.

The report also reveals that National Express does not expect to have exited from its investment in EuroStar before the end of the year.

## DaimlerChrysler big profits rise

DaimlerChrysler is reporting a big rise in operating profits in the second quarter of trading. Profits are up 225% from Euros 0.6 billion to Euros 2.1 billion. Revenues rose by 9% to Euros 37.1. The Bus Division saw an increase of 30% in sales, amounting to 8,500 buses and chassis world wide but the company warns that it thinks the overall market will remain at the 2003 level.

## New MAN Lion's City double decker for Berlin

MAN's new Lion's City double decker for Berlin is to be launched at the Hanover Show in September. The 13.7m long three axle decker is one of an order for 101 for the German city. Neoman has announced a number of new MAN and Neoplan models to be launched at Hanover. Rob Orchard looks at some of them on pages 14 to 17.



## Peter Shelley leaves Solent Blue Line

Peter Shelley, Operations Director of Solent Blue Line and one of its founders in 1987, has left the company. Speaking of his departure Peter said, 'It has been fascinating seeing the company grow from sixteen vehicles to a £7 million a year business and I am looking forward to using the experience elsewhere.'

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2003 DAF SB3000, man OVI VERSATILE, 49 reclining seats, centre sunken toilet, air conditioning	£149,500
2001 EOS 90, auto MAN eng, 48 reclining seats, rear toilet, air conditioning	£145,000
2000 SCANIA K124, C shift VANHOOL ALIZEE T9, 49 reclining seats, centre sunken toilet, air conditioning	£129,500
1999 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air conditioning	£119,500
1999 EOS 90, man MAN eng, 48 reclining seats, rear toilet, air conditioning	£119,500
1998 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet, air conditioning	£99,000
1998 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet, air conditioning	£98,500
1998 EOS 90, man MAN eng, 49 reclining seats, rear toilet, air conditioning	£95,000
1997 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, rear toilet	£89,500
1997 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, centre sunken toilet, air conditioning	£99,500
1997 DAF SB3000, man IKARUS 396, 49 reclining seats, centre sunken toilet, air conditioning	£69,500
1997 DAF SB3000, auto IKARUS 350, 53 reclining seats,	£59,500
1997 EOS 90, man MAN eng, 51 reclining seats, rear toilet	£89,500
1996 DAF SB3000, man PLAXTON PREMIERE 350, 53 reclining seats	£79,500
1996 DAF SB3000, man VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet, air conditioning	£89,500
1996 EOS 90, man MAN eng, 49 reclining seats, centre sunken toilet, air conditioning	£79,500
1996 EOS 90, man MAN eng, 51 reclining seats, rear toilet, air conditioning	£89,500
1996 EOS 80, man MERC eng, 30 reclining seats, rear toilet, air conditioning, TV/Video	£89,500
1996 MAN 11-220, man CAETANO ALGARVE 2, 35 reclining seats, rear continental door	£49,500
1995 DAF SB3000, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet	£69,500
1995 DAF SB3000, auto VANHOOL ALIZEE H, 49 reclining seats, rear toilet	£62,500
1994 DAF SB3000 m/rat VANHOOL ALIZEE DH, 51 reclining seats, centre sunken toilet	£67,500
1993 DAF SB3000, auto VANHOOL ALIZEE H, 51 reclining seats, rear toilet	£59,500
1992 DAF MB230, man VANHOOL ALIZEE H, 51 reclining seats, centre sunken toilet	£49,500
1992 DAF SB2305, man VANHOOL ALIZEE DH, 53 reclining seats	£34,950
1986 BOVA, man FUTURA FLD, 53 reclining seats	£7,950

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 1996 DAF SB220 auto IKARUS CITIBUS 51 str  
 1992 DAF SB220 auto IKARUS CITIBUS 49 str

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## Ron Whittle OBE retires

Dear Stuart,

By the time this letter appears I shall, after 41 years (44 if I include my training), have ridden off into the sunset - or rather on to the golf course!

Given the very large number of friends, colleagues and acquaintances I have made over the years I felt it would be remiss if I did not, through the benefit of your pages, say a toodle-pip to the many I shall not have a chance to see or speak to.

Many of these people I have met through my involvement in and chairmanship of CPT, IRU and other trade and professional bodies. And if any operators doubt the value of 'belonging' they only have to look at the recent review of transport strategy, which will be of major benefit to all operators and is due largely to the efforts of CPT. I shall not be disappearing totally as I shall remain working within CPT until December and retain my role as President of the IRU Finance Commission for the foreseeable future.

There are many challenges ahead that will exercise the wealth of talent we have in our industry. Many of these are in the field of regulation and bureaucracy and these are difficult (though not impossible) to fight.

However one of the biggest challenges lies within our own grasp, and it is one that I have 'banged on' about on many previous occasions. Of the top 575 companies in our industry profit averaged just 4.7%. 21% made a loss and a further 41% made profits under 7.5% - whereas I reckon around 15% is needed to properly re-invest in the future! Again looking at those 575 companies over 360 are in some difficulty. If the top 575 companies are in this position, what of the others?

Perhaps my last act is to sound a clarion call to our industry - make more or say bye bye . . .

Not only am I taking up golf again, but I hope to still be around in less high profile way, as it is my intention shortly to open a consultancy aimed at the smaller operators. Naturally I shall be happy to look at any areas they care to throw at me, but I suspect the area where I can help most is in the field of finance - costs, pricing, profits, exit routes etc. - so watch this space!

Kindest regards to you and to all my many friends.

Sincerely,

*Ron*

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# The Individual One

**D**id you know Friedel Klussmann of Telegraph Hill? Probably not and the dear Lady is no longer with us. She, just about single handedly, saved San Francisco's cable cars. Don't get carried away with idea these were unique, Edinburgh for one used the same system, or that they were always some sort of tourist attraction, they weren't. Lots of different companies provided them as the local public transport; at their peak there were over 130 miles of them. But gradually they became worn out and were replaced by trolleycoaches and diesel buses. Such are the hills in that fine City that some of the replacement buses were bought with two motors! Friedel's campaign stopped them being used, as they were intended, for replacement of two of the three remaining lines. One has been preserved, if you needed an excuse to visit San Francisco (which you don't), then that would be it.

The campaigners were also up against the motor car. A lot of abandonment of cable cars came about by one way streets, although, alarmingly to our eyes, for a while, cable cars travelled against the flow. Huge flashing signs over the road warned "Cable Car coming" Just imagine...

They were also up against deviousness. The City appointed what today would be called a Spin Doctor who peddled a line that seemed to support the campaigners whilst ensuring enough votes to defeat them. He even invented committees that didn't exist. Despite winning this skirmish, the City lost the war and the Spin Doctor had to give back some of his wages. What a wonderful, wonderful idea! The campaigners won, the last three cable car lines survived, and were rebuilt in 1982 to serve another 100 years. They're a fifth of the way there and so far so good.

Whether they are part of public transport or not is a moot point, but my point is the power of an individual. The flash Strasbourg tramway was the vision of the Mayor of the City and came about. Whether either of these things is entirely logical and the right thing to do is not the issue. Enough support was drummed up to make them happen. Underestimate the power of the individual crusader at your peril.

I awoke this morning to a Sunday morning cup of tea and a look at the news. It was an utter nightmare. A huge piece on BBC 1 about the Wretched Wroutemaster. This bus, technically advanced though it was in specification, was obsolete before it carried a passenger

in anger. Remember, when the 64 seater was in the 1956 Show, it shared it with a 73 seat platform door fitted Regent V and 281 ATC the 78 seat Atlantean prototype. Within two years, Ribble had put 105 front entrance 72 seat double decks on the road and LT were still fiddling about trying to introduce a 64 seater back loader. Two fleets



**Powell and Hyde number 9 descends Powell approaching the terminus at Market in San Francisco at a steady 9 and a half miles an hour, the speed of the cable. Drivers, or "Grip Men" stand in the centre of the car and operate a grip that hooks onto the cable to move and disconnects to stop. Wooden brakes, needing relining every two days, stop the car. You can see the bell on the roof, some Grip Men play splendid tunes with them.**

bought it and the other had the sense to order front entrance large capacity ones. It had a total production run of under 3000. Look people, it was a disaster. It was designed for a 17 year life, by 1984 those that invented it meant it to be history. It's lasted, again, due to the power of individuals, flying in the face of realism.



**A Wroutemaster in the Wright place. In company with other properly pensioned off veterans is RM1 at the fabulous Acton Depot of the LT Museum.**

Now I have no real objection to Londoners being subjected to old bangers, although I do think it's a bit unfair, if that's where it ends. But it doesn't. Mention bus on TV and there they are, long lines

of the blasted things crawling along Oxford Street. How do we expect those who grapple with the levers of power to consider buses as a sensible alternative to the car when right past the office gurgles nearly 40 year old museum pieces with funny little lights and a hole in the back? OK, it's changing a lot now, but with what effort and

negative press. Let's not delude ourselves that someone realised that if you hung on long enough, they would become an investment, like a Queen Anne sofa. And what about these City businessmen who want to keep them? These are the self same people who foam at the mouth about younger slam door trains that have more leg room than their replacements. No, I'm all up for a few doing tourist work like San Francisco's cable cars, but not in mainstream public transport. Tourism is where they should have been for 20 years and I worry how long the legacy of the Routemaster will live with us and colour the outside view of the industry.

Speaking of which, I'm going to talk dirty. Insurance! There, I've said it, the dreaded "I" word! Look team, my payment by The Affable Editor is geared to there being an industry out there to rant on at. I fear that rather a worryingly large amount of you are in danger of being put out

of business by ludicrously high insurance premiums. Ones that really don't take account of the detail of your business. Indeed, I fear that insurance houses see the words "bus and coach", reach for the smelling salts, calculator and box of extra zeros to put on the end. This is an issue you should be shouting long and loud about, particularly to whining, whinging local authorities screeching about increased contract prices. And how much of this is down to claims against the outdated and downright dangerous Routemaster? Thanks a bunch LT.

I belong to the Institute of Directors. This is not a Toff's Club, well maybe a bit, but a really useful way to "network". This means mixing with your fellow business people, putting across your ideas, learning about theirs and seeing if you can work together. Maybe they have insurance problems too. Doesn't seem a bad idea to me. They also bung out loads of really good advice about current issues. Recently they did a questionnaire about public transport. Did the word bus appear? No. I sent off a pithy reply, its no good whinging

from the outside, it's only by being involved can you ever hope to have influence. Just like Friedel did.



# East Lancs

## Looking good after 70 years

**2**004 is East Lancashire Coachbuilders seventieth in the industry and rarely during those years has the business been so volatile at home and at the same time so subject to the pressures of an increasingly global market. We have previously chronicled the perilous days of the mid 1990s when the withdrawal of Arriva's business left the company virtually without orders and more recently there was the tragic loss of Chairman & Chief Executive Chris Clarke, but despite these difficult circumstances, East Lancs has always managed to get through. Today the company is healthier than it has been in years, though the misfortunes of its rivals are creating new problems to be overcome, and with them, hopefully, more new opportunities.

Joint MD Mike Kilroy anticipates that production this year will be around 270, up from 239 in 2003, and he would like to see that rise to 300 or more in 2005, now that changes have been introduced within the factory and more staff have been appointed. Within a matter of weeks production will hit six buses a week, having climbed gradually through the year. Chassis supply difficulties reduced pre-tax profitability to £93,000 on a turnover of £22.9m but, '2004 will be a better year if we continue production at the current rate.'

### TransBus fallout

The fallout from the collapse of TransBus International has created considerable difficulties for East Lancs because the problems it has caused suppliers. As Sales Director John Horn commented, 'The fallout from TransBus is bigger than people realise. It has had a knock-on effect because they were every supplier's number one target, because of the volume they were producing. It has given us problems in getting parts because some suppliers have had cash flow problems. Not only couldn't we get parts, we were getting chased for early payment. We'd been there before and so we did what we could to support our suppliers. We also tried to tell them what was in our forward order book so that they could plan and talk to the banks. We also had virtually complete vehicles that we couldn't deliver because we were short of parts, which gave us cash flow difficulties.'

There is perhaps a perception that East Lancs has picked up a lot of orders because of the uncertainty over TransBus International, but in fact there have only been two. London United transferred an order for 19 B7Ls that were to have received President bodies and Minerva Accord changed an order for four double deckers and is now taking OmniDekkas instead.

Where East Lancs has benefited from its old



London United transferred this order for 19 B7Ls from the TransBus President product at the time of the Mayflower collapse, in order to ensure delivery on time.

rival's misfortunes has been in being able to recruit a number of former employees of the Wigan plant. Somewhat over 20 people have been taken on in recent months and most of these were previously at Wigan. Further recruitment is anticipated with the intention being to increase the head count from 285 to 310, of which 210 will be direct. New recruits are inducted at a rate of three or four a fortnight. Perhaps the highest profile appointment

with the product and people, before he is unleashed.

Noting that the number of vehicles built in Blackburn on Dennis chassis has dropped dramatically to penny numbers, John Horn commented, 'It will be interesting to see whether Alexander Dennis come back into it. With the changes at TransBus there has had to be a change for the better in the

relationship, so we see selling Guildford based product as an opportunity that has returned having been taken away. We are already talking seriously to them.'

### Factory changes

To enable the company to increase its production, and build more efficiently, a number of changes has been introduced in recent months. Three cells have been introduced within the build process, corresponding to different stages of production. When the partially completed bus is passed from one cell to the next, the cell leader has to sign to accept it as an additional aspect of the quality process. Also new is a final finishing team after the third cell. Its task is to ensure that everything needed for certification is attended to thoroughly, while at the same time preventing the process dragging on.

Modularisation has been extended within the sub assembly stages so that each sub assembly incorporates more components than previously, leaving less to be done on the lines. An example is the front destination module, which now includes



The production process has been streamlined. With all repair and warranty work undertaken at S&T the plant can focus solely on manufacturing buses.

from TransBus has been that of David Cheeseman who will join with effect from 16 August as Southern Area Sales Manager, to take some of the pressure off Sales Director John Horn. David will spend a period in the factory familiarising himself



the upper deck screen rail, the interior GRP, the bus lane camera housing and a variety of other items and is mounted on the bus as one unit. Likewise, the bought in staircase components are pre-assembled off line.

Within the workshop an obvious change is that bodies going through the left hand lane of the framing shop now travel down the line backwards with their entrance doors facing the relatively spacious centre of the line, making it easier for the workforce to get at them. Throughout the plant there has been a move towards smaller dedicated teams with their own foreman, because it has been found that customised teams are more efficient.

On top of these production changes there has been considerable investment in computer CAD equipment for the design department as well as a complete IBM system to handle accounts, purchasing and all other aspects of the business. There has also been spending on an early warning fire security system and other security equipment, including CCTV systems, as thefts and break-ins from the somewhat exposed site are a problem. My impression was that the production process looked tidier than on some previous visits.

## Support

A crucial part of widening the customer base and winning new business in the face of competition from larger concerns has been the strength of the company's after sales support. Turnover in the parts department has gone up from £50,000 to approaching £1m annually in the past five years, in no small part because it has been made much easier for customers to source the items they need in this way. Andrew Donnachie, Parts Manager, commented, 'We try to be very reactive.' He pointed out that every vehicle now gets its own dedicated parts manual, usually in advance of delivery. These are produced in-house by Tony Newbould and can

panels that you can't leave lying around. If you need a front end, you've always got other issues to sort



Together currently representing a high proportion of East Lancs output are an OmniDekka (left for South Somerset) and a B7TL Myllennium Vyking for London United.

out first and we'll have the GRP with you by the time you have.' He added, 'If there is a really urgent need we'll appropriate one.'

Assisted by Andy Melia and Craig Smith, Andy holds stocks based on historic usage and admits, 'we do get caught out occasionally, as we did when an operator suffered vandalism to a large number of screens at one time. We have since increased our stocks in case of similar occurrences.' He stressed, 'Should we not have a part, we are always honest about how long it should take to get it, though obviously we try hard to get them as quickly as possible. On obsolete items, if we can't help we try and put them in touch with someone who can. We try our best to be helpful.'

## London United

When I visited on 15 July, virtually the whole of production was devoted to the batch of 19 Volvo B7TLs with 10.5m Vyking Myllennium bodies for

London United.

The company has recently taken a batch of ten 10m B7TL Vyking Myllenniums and a further batch of 26 10.5m examples is scheduled for later this year, most of which are required as part of the Routemaster replacement programme.

Looking over the first of the 10.5m buses while it was undergoing its

final inspection I thought how successful the colour scheme designed by Samantha Beeley was. Equipped with 69 Esteban Civic seats, the buses have the latest London ventilation specification, a Compak ramp at the centre door, Deans doors,

Identical fuel monitoring systems, Clayton driver air conditioning systems and ten monitor Look CCTV systems with two 15inch monitors - one on each deck - to show passengers what is happening on the bus at any time. They are set off with gold advertisement frames and yellow mirrors. A new arrangement at the centre doors has sprung tape barriers to discourage people from standing within the opening arc.

The only non-London United buses going through were a 10.8m OmniDekka playbus for South Somerset, that will be supplied as a shell, and the last of a batch of three Super Darts for Halton.

## New models

East Lancs' history and survival has been based upon adapting to changing markets and supplying what customers want, rather than a standardised product. The company has always tried, as far as possible, to have a product that can be offered in every market, and is shortly to enhance its range with some more

options.

The last few years have seen the addition of MAN chassis to the portfolio, though demand for the 14.280 Myllennium has perhaps not yet been as great as either manufacturer had hoped. A



London United have specified these bands on their B7TLs to prevent passengers standing in the door arc at the centre door.

recent order has been for three more for Bluebird of Middleton to add to the four already operated. A further example has been ordered by BBC Wales. At some stage in the future there are plans to also offer the NL223 chassis with MAN front and rear. A chassis is already at the plant though a number of other items are awaited before the project can proceed.

The success of the Scania mounted OmniDekka, which has brought the Swedish manufacturer back into the double deck market in a big way, has been considerable. Mike Kilroy and John Horn profess themselves happy with the way that the Scania relationship is going. They are aware of the impending launch of Scania's own Omni built Scania double decker, and have no qualms about it as they have been clear from the outset that they do not want to commit much more than 100 build slots annually to one product. Approximately 100 OmniDekkas were built in 2003, including 62 for Metrobus, and a similar and possibly slightly higher number overall will be achieved this year.

A 12m OmniDekka has recently entered service as a seed vehicle with Lothian and there are a number of significant orders for completion in the coming months. Beestons, the first customer for the OmniDekka, is to take another, while Yorkshire



The upper deck of one of the London United B7TL Myllennium Vyking showing the scheme devised by Samantha Beeley of Graphibus.

be supplied in either printed or CD-ROM formats.

Andy explained, 'If we know by four o'clock we are more than confident on being able to deliver 90% of items next day. The 10% not available immediately are either long lead items or GRP



Traction is to take six in addition to the demonstration bus. Reading is to take its first seventeen 11.9m examples with more to follow in 2005 and, having already taken 18 this year, Brighton is to take another 10 soon.

Dennis deliveries may have fallen but they have not completely evaporated. Apart from the Halton buses previously mentioned, five Trident Lolynes for First Devon & Cornwall have been ordered and Delaine of Bourne is to take another Vyking.

Volvo continues to be an important marque for the plant, among recent orders being one for six Vyking for Roadcar that will soon go into production. Design engineering work is currently being undertaken to cope with a new version of the B7TL with an altered front axle that is to be launched later this year.

Since the demise of the DAF/VDL SB220 East Lancs has not had a 12m single decker in its armoury but this situation will soon be rectified with a new body design, based on the Myllennium, for B7RLE. No orders have yet been announced for this.

Also new will be an East Lancs bodied VDL SB120, which Volvo sells under the Merit banner. Both of these are expected to become available early in the new year.

Something completely new that is planned to take to the streets early next year is a tri-axle Volvo B9TL.

An order is already pending for a tri-axle B9TL double deck school bus with 102 2+2 belted seats. The bus would be slightly over 12m in length and can be offered with a demountable wheelchair space with seats mounted on tracking.

## Export

Export business is by no means a new phenomenon for the company, which exported several batches of trolleybuses to Colombo in Ceylon in the 1950s, built bodies for Peruvian railcars and has supplied vehicles to Hong Kong. In recent years the company has built up a steady

with closed tops. Among the locations these buses are running are Paris and several Spanish cities including Madrid, where East Lancs had first

have also been received.

Even more surprising, if the deal is ever completed, will be the supply of open top double deckers on Iveco CityClass chassis for Rome. I dare say that some of the British enthusiasts attending the company's recent open weekend will have been hard pressed to identify the two left hand drive CityClass chassis that stand among the Volvo and Scania chassis awaiting bodying in the yard at Blackburn.

Ironically, changes in Volvo's accounting and invoicing procedures mean that all Volvo mounted products are now invoiced through Sweden, so technically Mike Kilroy reckons that quite a high percentage of production is now exported, although the majority of it continues to operate in the UK.

There seems to be considerable back-peddalling from the Irish Government on the issue of privatisation, which may mean rather less scope for supplying new bodies than

once appeared to be the case. Despite this, the bodying venture established with Euro Coachbuilders remains in place and it currently has another East Lancs Myllennium Dart SLF in build. Orders from Irish independent have included buses for Paul Morton and Dualway, the latter taking a pair of open top B7TLs for City Sightseeing duties and a similar closed top bus.

## Mexico

There has been talk of a deal to supply Mexico with double deckers for some time and this enquiry, which resulted from approaches through UK Trade Exports and the local Chamber of Commerce, is ongoing. With new financial backers, the Mexican operator concerned has won permission from the City Council to increase fares to a point that would support the investment and is looking for highly equipped, air conditioned, tri-axle double deckers for inter urban services. The initial order, which has still to be confirmed, is for three on Dennis Trident chassis that East Lancs anticipate bodying early in 2005.



Buses on the left of the framing shop are turned to go down the line backwards in order to provide more space for the workforce to get at them.

supplied double deckers as long ago as 1947 when it delivered five right hand drive, right hand entrance Leyland OPD/1A.



Changes to the rear grilles have been introduced to discourage children from trying to hitch rides on the back of the buses.

This continues to be a source of custom for the company with this year's orders including four 12m Volvo B7TLs for Cars Rouges in Paris and three



Mike Kilroy, Joint MD of East Lancs.

business supplying double decker service buses abroad on Volvo and Dennis chassis, usually with open tops for use on sightseeing duties, but also, as with the tri-axle B7Ls delivered to Copenhagen,



Andy Donnachie, Parts Manager.

similar buses for Cannes. Rather different buses for Luxemburg are two open toppers on the European Volvo B7L (in line drive) chassis extended to 12m by LPD at Leyland. Enquiries for production next year



John Horn, Sales Director.

## Hybrid

Another departure for the company is its involvement in the ETS project to produce hybrid



double deckers powered by a 1.9litre VW Golf diesel engine and the latest water cooled Nickel metal hydride batteries. ETS is building the chassis



One of the London United B7TLs near completion in the Blackburn plant.

at its premises in Kew. The plans is that Preston Bus will operate the first examples in a project supported by Lancashire County Council.

### S&T Coach Painters

The wholly owned S&T Coach Painters subsidiary has grown in the past two years, both in the amount of work it undertakes and physically with the addition of a £250,000 four bay extension to the existing premises that opened in October 2003. MD Bernard Hunt has overseen an increase in staff from seven, when he joined in May 2002 to the current total of 28, with another apprentice about to be taken on for the Paint department, which is working 18 hours a day to keep up with the demand.

Virtually any repair or refurbishment job can be taken on and work is won from the big groups as well as independent operators. I witnessed accident

bus fleet. Other painting tasks included furniture vans for M&I Commercial of Redscar, who often require two tone metallic schemes.

A by-product of the heavy investment in low floor double deckers for London has been demand for buses to be converted from dual to single door with close to 40 such conversions having been done on both single and double deckers. Many of the vehicles converted were built in Blackburn but other manufacturer's buses can just as easily be converted. In the

workshops when I was there was one of six Northern Counties bodied DAFs for Arriva North West as well as a number of former East Thames and Metrobus Pioneer Olympians. Other conversions recently carried out have been Olympians for South Lancs, Green Triangle, Burtons and Courtney, while Anglia of Beccles kept the centre doors on four deckers it acquired but had S&T repaint and refurbish the buses before they entered service.

The biggest such contract to date is nearing completion and involves 23 East Lancs Spryte bodied Dart SLFs that

addition to sorting out the relevant testing and certification.

An unusual job recently done was the replacement of the roof on a President with an East Lancs unit at a time when it was not possible to



Converting an Olympian that had been new to Frank Harris to single door.

source the parts for the Plaxton.

Bernard commented, 'At one time all of these repairs and any warranty work would have had to be undertaken in the main factory. Developing S&T has freed up space in the plant, enabling it to concentrate entirely on production.'

### Summary

In its seventieth year, East Lancashire



The only single decker I saw in build was this Super Dart based Mylennium which is the last of three for Halton.



Brighton & Hove have taken 18 OmniDekkers this year and will take another ten shortly.

damage being carried out on vehicles of various types, can air conditioning being retrofitted on an OmniDekka, and former Lothian Olympians being prepared for repaint for Blackburn Buses' school

another area of work that S&T is looking to develop. The company can install ramps, handrails, ironing board restraints, textured poles, floor surfaces, bell pushes and whatever else the customer or tendering authority requires, in

were new to London Traveller and are going north to operate for Yorkshire Traction. These are being converted to DDA specification with front wheelchair ramps as well as having the centre door removed and will be delivered complete with new certificates of conformity. Conversion of early low floor buses, to meet DDA standards, is

Coachbuilders is maintaining the tradition of supplying exactly what the customer wants on as wide a range of chassis as possible. It has always been small in comparison with some of the other players in the marketplace but it has made up for this by being more flexible and adapting quickly to new opportunities. One significant change is the willingness to take on larger orders than could once have been handled. No longer is 50 the biggest order the company would consider taking on, and this is helping to encourage larger operators to consider trying East Lancs. In a market that has become global, its willingness to go the extra mile is still appreciated by its traditional customers as well as those new ones, such as London United, which have been attracted to the fold.

By Stuart Jones



# More new models from Neoman at Hanover



**N**eoman is to introduce a raft of new models and developments at the IAA exhibition in Hanover in September. The company also reported at the pre-Show Press Conference, held at its Saltzgirter plant near Hanover, that it had moved into profit, some way ahead of the predictions made when the MAN bus side and Neoplan merged. Speaking at the Conference, Hakan Samuelsson, Chairman of MAN, and widely regarded along with Wolfgang Fahrnberger, Chairman of Neoman, as the architects of the company's spectacular turnaround, said that the recovery plan for the group was running a year ahead of schedule.

The whole of the MAN group is trading above expectations. Turnover in the first six months was up by 12.4%. Overall sales of trucks and buses are running 17.4% above the figures for 2003 and order intake is also well ahead at 20.9%. On the bus side sales are running 7.9% ahead of 2003. Despite those increases, the workforce has dropped by 2.3%, consistent with the Group's strategy to push up productivity with a reduced workforce.

The revamping of Neoman has seen the majority of frame production out-sourced to the plants in Poland and Turkey. Some vehicles are also now being fully built at these locations whilst others are panelled, painted and finished in Germany.

Neoman is in the middle of a programme of new vehicle introductions for both the MAN and Neoplan brands, and Hanover will see more stages in that programme. The aim is to provide both brands with a comprehensive range of technically advanced vehicles right across the spectrum, but with a high degree of commonality under the skin. Erno Bartha, Board Director of Neoman, explained that the company was wedded to a two brand policy and that there is no intention of side-lining one brand in favour of the other. 'In some markets or market sectors, one of our brands is often stronger than the other,' he said, 'we recognise that brand preference exists

and we intend to service that demand whilst achieving maximum component commonality and totally consistent after support whichever brand is involved. Others have tried to merge brands and force customers down a particular route and to their cost they have found it doesn't work. In theory, the suggestion is that if you merge two similar models into one, you will retain the loyalty, in practice you don't, there is always a percentage that faced with making a choice will choose to buy something completely different and not the alternative choice you are offering. We are not going to make that mistake at Neoman, our aim is growth, growth of both brands, not one at the expense of the other.'

The proof is there to see in many of the new products. They look very different externally but beneath the skin they are very similar.



The new Lion's Regio interurban coach is 12.25m long and is built completely in Turkey. It is the first of the range to have the new TEPS electrical system.

## New MAN classification system

MAN is adopting a new classification system for its products, replacing the previous letters and numbers. All the products have been grouped into five distinct groups:

- 1) **Lion's City** - low floor city buses
- 2) **Lion's Classic** - standard buses
- 3) **Lion's Regio** - interurban coaches
- 4) **Lion's Coach** - standard coaches
- 5) **Lion's Star** - premium luxury coaches.

Suffix letters are added to denote variations  
M - Midibus, G - articulated, DD - double decker,  
U - intercity variant; L - 13.8m long; LL - 15m long

and T- Twin, meaning vehicles for a dual purpose.

## The Lion's range

The Lion's City consists of the M midi, the standard Lion's City 12m city bus, the U-interurban bus, the LL 15m standard bus, the LLU interurban 15m version, the artic G, the double decker DD and two interurban versions with different seating, the T and the TU.

The standard (not low floor) bus range, now called the Lion's Classic, consists of three vehicles: the standard bus, the G artic and the U interurban versions.

The new Lion's Regio range is an interurban coach available in 12m and 13.9m L form.

The Lion's Coach, initially launched two years ago in standard form, has been joined by a 13.8m three axle variant called the Lion's Coach L

Finally comes the top of the range, the Lion's Star, already voted European Coach of the Year in 2003. Previously the longer 13.8m version was called the Lion's Top Coach but that name has been dropped and it is now called a Lion's Star L.

## The Lion's Regio

The new Lion's Regio (pronounced ree-gee-o) is aimed at the market in Europe for interurban vehicles, a halfway house between a city bus and coach, rather like the dual purpose vehicles which were a common feature of UK operation in the past, and which Scania UK have tapped more recently with the Irizar



InterCentury. Production of the vehicle is entirely carried out in Turkey.

The vehicle features exterior styling lifted from the coach range, using smooth lines and large bonded windows. Inside the coach has a low floor, standing just 850mm from the ground and from the front entrance up to the rear seats is completely flat. The Lion's Regio L is a three axle



13.9m version that can seat 63 passengers. The floor dimensions and headroom of 2.21m in the lower floored saloon and 1.76m at the extreme rear, means the vehicle complies with German public subsidy dimensions.

The standard coach is built to an overall length of 12.25m and has seating for up to 55 passengers plus courier. By using the full maximum width on the body, 2.55m, this gives a wide aisle, allowing additional standing passengers to be carried. The extended length enables generous sized front and centre entrances to be fitted. The second entrance can be reduced to a single door if required. It is also available with a wheelchair lift at the second entrance. All vehicles are built ready for the easy fitment of the lift.

The structure complies with R66, therefore the coach is available with a range of seating from standard bus type up to full coach seating. Similarly additional fitments like toilet, kitchens etc can be specified. The interior is light, airy and spacious as has become something of a hallmark of recent MAN introductions like the Lion's Star and Lion's Coach. It has nicely styled racks, interior finishes and lighting clearly lifted straight from those models. The Lion's Regio also has a good amount of luggage capacity despite its low floor height. The 12.2m version has 5.6cu.m and the three axle 6.2cu.m.

The Lion's Regio comes with a new MAN driver's cab. Already producers of one of the best cabs on the market, MAN has now taken this a stage further. This cab is as good as it gets. Everything is positioned exactly where you want it to be, whether it is driving controls or instruments, body system switches, air conditioning controls or sound systems. MAN is one manufacturer that always thinks about the driver's equipment. Plenty of safe, secure storage. Other manufacturers could learn a lot from MAN when it comes to cab design.

Lion's Regio is also a remarkably lightweight vehicle and part of this is achieved by the use of composite panelling for the full length lift up side panels and the roof. These are manufactured from pultruded. Another interesting feature is the use of separate mouldings for the front and rear corners allowing for easy repair.

Mechanically the vehicle is derived almost directly from the Lion's Coach and Lion's Star pedigree with similar front and rear suspension and drivelines. Because of the low floor concept the engine is the renowned horizontal D2866 LUH six cylinder unit rated at 310bhp (228kW); 360bhp (265kW) and 410bhp (301kW), all with that impressive torque back up which is a characteristic

of this engine.

The coach is built with a choice of transmissions, the ZF 6S 1900 six speed manual and the 12 speed ZF AS-Tronic which MAN markets as the Tipmatic because it is controlled by MAN's electronics. Manual transmissions for rear engine coaches are still very popular on the Continent,



The Lion's Regio could well be the first of the MAN Lion's range to appear in right hand drive form.

whereas in England, the preference is for automatic or automated systems, which protect the clutch. MAN have also said that with the introduction of Euro4 engines these transmissions will be replaced in the Lion's Regio with automatic converter gearboxes though they have not specified of what manufacture.

Braking is disc all round and the Regio comes with EBS as standard and can also have ESP as an option.

The Regio is the first of the Neoman products to benefit from the Group's new electronics

MAN approved service agents will be fully conversant with the systems. The TEPS system also saves a lot of wiring and weight.

At the moment the Lion's Regio is being built only in left hand drive form but this could well be the vehicle that breaks the mould. To date MAN have always said that they have no plans to build any of the Lion's range in right hand drive form, despite an avowed intent to raise their profile in the UK. However, I learned from the Neoman executives present, that they are now looking seriously at producing some of the MAN Lion's range in right hand drive form. It is understood that discussions are already going on with a UK operator and that these centre around the Regio. If that comes off, that could well be the catalyst for the development of other models from the range.

### Driving the Regio

The Lion's Regio available to journalists to drive was a 12.2m two axle version with the 310bhp engine and six speed manual

gearbox.

I was immediately impressed by the driver's cab. I've commented before about the quality of the design and layout of MAN cabs on vehicles like the Lion's Star and the Lion's City. I felt they would be difficult to improve on but believe me the Lion's Regio is even better. It just feels right from the minute you sit in it. Everything is just where you want it to be.

The MAN engine is a good unit. It has bags of power and torque and delivers it smoothly. I found the gearchange, which is cable operated, light and easy to use.

The test route was a nice mix of standard German two way roads and autobahn. The Regio soon showed its Lion's pedigree by riding superbly, even over deformed surfaces. There was no sloppiness at the front, just a nice smooth transition, and the body remained taught throughout with an absence of body swing and sway when negotiating roundabouts. Noise levels were very acceptable even in

the saloon at the rear and vision through the large side windows was unhindered. The air conditioning system kept the vehicle nicely



The Lion's City low floor bus range has been revised with new styling and a new cab.

system, which will be progressively introduced across all MAN and Neoplan products. Called TEPS, (Twin Electric Platform System), it

separates all the body electrics and the running gear electrics culminating in two separate switchboards. The two CAN systems are grouped side by side in the nose of the vehicle with a diagnostic point mounted inside the vehicle away from dirt or water, as well as avoiding the repair technician having to work externally with its consequent safety concerns. By adopting a common electric system right across its range, it means that all

modulated despite it being a very hot, sunny day.

Braking with discs all round and retarder was smooth and accurate. The retarder can be foot or hand operated.

Out on the autobahn the Regio cruised beautifully, just as I would have expected with its pedigree. The standard of finish of the vehicle was quite exceptional and there were no squeaks, rattles or shimmering of the body or its fittings.





## The Lion's City

The new revised range of low floor city buses from MAN is available in 12m, 15m (LL) and 18.75m (G) articulated form. It can be specified either with the underfloor horizontal engine package or the vertical engine tower system driveline mounted in the rear corner.

The exterior styling has been modified and softened, following the trend of making vehicles appear less aggressive. A policy spearhead by Scania with its Omni range and perhaps demonstrated most effectively in Britain by Wrightbus with the styling of its body ranges.

An interesting feature is the move away from a single piece front end panel and its replacement with separate components to ease repair.

Another characteristic of the Lion's City is the large side windows, which are slightly curved at the top as they integrate into the roof line. The rear end also features some very nice styling and smooth lines. This is the first MAN bus to use all LED rear lighting. The bus has been designed with the space requirements for the future fitting of Euro4 engines.

The interior also follows recent MAN practice by majoring on a light, airy feel. The totally new ceiling not only benefits the look of the vehicle, it is also considerably lighter than the previous one.

The cab has again received major attention and like the Regio is second to none. The new cab incorporates 30mm extra knee room for the driver. The dash layout can be the excellent MAN unit developed from the highly successful TGA truck cab or the simpler VDV Series II layout. Once again MAN have thought about the driver's need with lots of good usable safe storage.

The Lion's City is also available with all round cantilever seating including the back seats for easy cleaning.

Disabled passengers are well catered for in the Lion's City. The bus fully meets European disability legislation which becomes necessary for all new buses registered in Germany after 1 January 2005. (UK regulations on accessibility are already in advance of the EU directive). The ramp has a 300kg capacity. There is a wheelchair space and in addition four 440mm wide seats with armrests for use by disabled people. Door opening buttons have tactile sensors and the bus is fully equipped with Braille labelling.

The Lion's City is powered by the seven litre D0836 engine in either horizontal or offset packaged vertical form. The engine is rated at 280bhp (206kW) and has an impressive torque figure of 1100Nm available from 1400 to 1700rpm.

There is also an LPG option using the 12.8 litre G2876DUH01 unit. This develops 282bhp (200kW) and 1025Nm of torque.

Standard transmission is the Voith DIWA.5 four speed unit with the ZF Ecomat2+ six speed unit as option.

The Lion's City is of course the first production range of buses available with super single rear



A new addition to the low floor Lion's City bus range is the T and TU for limited stop express work. this is a TU for inter-town services.

tyres as standard, giving improved aisle width and

reduced weight.

The new Lion's City also benefits from the TEPS electronic package and has EBS as standard.

### On the road

On the road the new Lion's City displayed all the characteristics of its predecessors. It handles superbly with excellent ride and handling. The engine provides plenty of power and with commendably low interior noise levels. The standard of the build quality is high and the bus does not have any squeaks or rattles.

MAN has moved to using the Voith transmission as standard. It was well set up, but still exhibits that rather long dwell in changing between second and third, which seems to be a

## Lion's City T and TU

The third new bus from MAN is the Lion's City T, specially designed for interurban services. The vehicle features a low floor and front entrance and centre entrance/exit as standard although a three door layout is also available. The T suffix means Twin denoting that the vehicle is suitable for both city centre and interurban work.

The Lion's City T was primarily developed for the Scandinavian market where this type of vehicle is very popular. The bus, like the Lion's Regio, mentioned earlier is entirely built in Turkey.

There are two versions. The T is available with either 220 or 280 bhp and is intended primarily for suburban limited stop type services. The TU is only available with the 280bhp engine and is intended for express services linking towns and cities.

The floor is completely flat up to the rear axle and then there are two steps up into the rear section with an inclined ramp of 6.5% to the

rear seat, which is one step higher. The layout is of course very similar to the vast majority of UK single deckers

The T carries forward many of the features of the other Lion's City products especially in the area of reduced maintenance.

The bus is 12m long and uses the D0836 LOH engine mounted horizontally at the rear and driving through the Voith DIWA 5 four speed fully automatic gearbox with integral retarder or the alternative ZF six speed automatic. On the interurban version, the TU, an additional transmission choice is the ZF six speed manual.

Braking is by discs all round with ABS and ASR as standard.

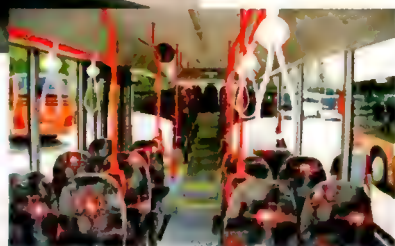
Again the Lion's City T benefits from the new cab designs from MAN, providing a near perfect working environment for the driver.

### On the road

MAN had arranged a good route for trying out the Lion's City TU. This involved some normal German two way roads typical of those the vehicle is intended to operate over plus a trip through the nearby city of Wolfenbuttel to show off its in town abilities.

The vehicle had impeccable manners and handled beautifully both in town and out in the country. The power and

torque from the 280bhp engine gave good acceleration in the lower gears, enabling you to pull away from a stop into the traffic stream easily. It also had good performance when cruising on more open roads. Braking, was as on all Lion's City buses, was impeccable, enabling straight, quick stopping without nose diving. The bus was



The Neoplan Centroliner range is also being extended with a low floor interurban version similar to the new MAN Lion's City T.

feature of this box. It would have been nice to compare it with one fitted with the alternative ZF six speed box but this was not possible. I have driven a vehicle with that box before and I have a feeling it might give a smoother, more progressive change.



very stable in its handling, without any excessive body roll.

The bus tested had seating for 36 plus generous standing space, which is a feature of German buses. It was also wheelchair accessible via a ramp at the second doorway.

Again the vehicle has the new TEPS electrical system as standard.

## New Neoplan models

Hanover will also see a number of new Neoplan models launched, although none were available at the Press Conference. The most important change for the Neoplan range will not be immediately apparent because you cannot see it. This is the component compatibility especially in the 'chassis' area. Component compatibility is now approaching 90% across the two ranges. Neoplan is also adopting the TEPS split electrics system.

The Neoplan Trendliner will make its debut at Hanover and is to all intents and purposes the Neoplan version of the new Lion's Regio. It has the same basic specification as the MAN but uses a body style developed from the Euroliner and Tourliner. It will be available with a completely flat floor throughout the saloon.

The Centroliner bus range has been extended with a low floor interurban vehicle (basically the Neoplan version of the new Lion's City T).

The Skyliner will be shown in an upgraded form particularly the 13.8m version, and so will the Starliner. The changes are mostly concerned with bringing the two ranges in line on component commonality.

## Tourliner bound for the UK

The Tourliner coach, introduced last year as the replacement for the Euroliner range, now has a 13.8m version and the Tourliner will come to the UK sometime in 2005. Because of this I took the opportunity to drive a 13.8m version and I am



The Skyliner range now has greater parts commonality with the MAN range and is also to benefit from the new TEMPS electrical system.

sure those who have been running Euroliners will like its replacement. The vehicle I drove had the eight speed ZF range change gearbox but I understand UK vehicles will be fitted with either fully automatic transmissions or the AS-Tronic. Can't say I am sorry about that, the eight speed unit is not one of my favourites. I know some people like them but I feel they are over

complicated for what they do.

## Double deck bus

You may not even realise that MAN build double deckers. They have in fact been building them for many, many years particularly for Berlin. It was the German Bussing company that originally supplied these vehicles. Bussing is, of course, part of MAN, and in fact it lives on. The Lion symbol and the Lion's name used by MAN both come from Bussing.

MAN will be showing a new double decker for Berlin at the Show. The design of the vehicle has been heavily influenced by Neoplan and emphasising the integration of the two companies, the buses will be built in the Neoplan plant at Pilsting. The Lion's City DD is 13.7m long on three axles and can carry 80 passengers seated plus 52 standing. The deckers are built to an overall height of 4m but have interior heights of 1.92m in the lower deck and 1.74m in the upper deck. The buses feature two wheelchair ramps and two wheelchair spaces. This bus is fitted with an engine, which meets Euro4.

101 of these buses are being built for Berlin with an option for a further 100.

## Euro4 and Euro5

There is a great deal of divergence of opinion between engine manufacturers on how to achieve Euro4 and Euro5. Some manufacturers are going down the route of using an additive Adblue and SCR (Selective Catalytic Reduction) to achieve the levels, but MAN has decided to go a different route. They claim to be able to meet Euro4 using their patented Exhaust Gas Recirculation system and a maintenance free PM.KAT particulate filter. With this system all the reductions in NOx and particulates take place within the engine and the exhaust system. There is no need for additive. There is also an estimated weight saving of 200-250kg.

The MAN engineers chose this route because they were unhappy about the problems of using Adblue. Factors against using an additive agent as far as MAN are concerned are: 1) availability of Adblue in less sophisticated countries, 2) problems of fitting a separate tank for the agent which would probably mean reducing fuel tank size or an increase in weight, 3) Onus on the driver to be sure he has enough

additive, 4) Problem of vehicle being illegal if run without additive, 5) Adding to the complexity of maintaining and operating the vehicle. 6) Additive freezes at a higher temperature than diesel, which could create operational problems. Powerful arguments.

For Euro5 MAN have not ruled out the option of adding an SCR but they believe that developments during the period between Euro4 and Euro5 introduction dates could make it unnecessary.



This is the new 13.8m three axle Neoplan Tourliner. Beside it is a 12m version. The Tourliner will come to the UK in the latter half of 2005.

## PriTarder

MAN announced the revolutionary water powered, direct engine driven retarder, the PriTarder, a couple of years ago but little has been heard of it since. MAN admitted they, and their development partners, Voith, have had some problems with the system but claim these are behind them and the unit is now in full production. Currently the PriTarder is only available on certain truck models and not on buses. The advantages of the retarder are in low weight and the fact that it operates particularly well at low speeds because it depends on engine speed and not gearbox output.

## Soft products

MAN made great play at the conference about work it has done on its soft package offerings, including after sales support, servicing and finance. It claims its new packages, which will be available across the full range of Neoman products, is amongst the most advanced of any of the main manufacturers.

## Summary

Neoman is certainly moving ahead quite rapidly on the bus and coach front. The fact that it has moved into profit a year ahead of predictions can only be good for the industry. Its comprehensive product range under both the MAN and Neoplan names, coupled with high component commonality, underline the determination of the company to become a much bigger player in the market. It is to be hoped that widening the availability of parts of the MAN product range to the UK is followed through.

By Rob Orchard



## Save time and money with the new ZF Testman Pro diagnostic system

Simply by looking at a computer screen in your office, you are able to monitor which gear, at which speed and the average speed a bus is running in city traffic using the ZF Testman Pro diagnostic system. You can also access the data via a mobile phone or a modem – worldwide.

To date, over 3,000 ZF Testman diagnostic systems have been sold and now with the development of ZF Testman Pro many new features are available.

The new Testman Pro does more than just search for errors, it supports preventative maintenance as a modern management tool, allowing maintenance to be scheduled early and costs to be saved. This is because errors are detected in time, before they occur.

Using the ZF Testman Pro, all the important data relevant to performance can be quickly and



**Modern fleet management – save time and money with the ZF Testman pro diagnostic system.**

easily called up on a computer screen at any time. At the same time, tests can be performed on the idle vehicle and during operation. Via the recording of

operational data and their subsequent evaluation, important assessment of the driveline can be achieved. Therefore, unscheduled downtimes are avoided.

If, on occasion an error does slip in, it is removed securely with the ZF Testman Pro. By reading the error memory, the error is identified, displayed on a schematic drawing and extensive instructions to localise the error and remove it are listed.

The ZF Testman Pro is also well equipped for the future. It is possible to integrate the ZF diagnostic system into an OEM vehicle diagnostic system via the transmission control interface.

The requirements for using the ZF Testman Pro are simple. A completely normal PC or notebook with Windows 95 and in addition to the hardware (port and suitable adaptor cable) ZF provides the software, for each transmission type. Routine upgrades and training by ZF Customer Service provide a simple and effective method for assuring fleet performance.

## 'Graffiti Gone' – removing (Dutch) graffiti from glass

Kent based company, Chicago Glass, who have for the past 15 years been restoring damaged glass in the passenger transport industry, have developed a new process for restoring glass blighted with etched graffiti that also incorporates protection from future damage.

The process, known as 'Graffiti Gone' is currently being patented throughout Europe and the USA.

smooth finish and then the application of specially developed sacrificial film which can easily be replaced. The result is a clear, smooth, protected surface on the glass.

At a fraction of the cost of replacing glass Graffiti Gone is being used by many major bus operators, train operating companies and London Underground have begun using it

because, until now, it has been permanent damage with no easy solution. It is also like a cancer, because once an area starts to be blighted, it seems to encourage more damage.

Many bus companies are addressing this problem by making sure when they transfer vehicles from one area to another they restore the glass first so that the idea of etching graffiti into windows is not passed from one

area to another. The Graffiti Gone process is a cost-effective way of achieving this goal.

The problem is an international one and the company having already appointed distributors in the USA for the process, is now seeking distributors in other world markets where the problem also exists.

For further information telephone Chicago Glass on 01474 543616.



The so-called 'Dutch' graffiti on glass is created by vandals using glasscutters, drill bits or spark plugs. The only solution to date has been to polish the damage out of the glass, which in turn causes serious distortion, or to replace the glass, both of which are expensive options.

The process and the subject of the patent involves treating the surface of the glass to create a

smooth finish and then the application of specially developed sacrificial film which can easily be replaced. The result is a clear, smooth, protected surface on the glass.

At a fraction of the cost of replacing glass Graffiti Gone is being used by many major bus operators, train operating companies and London Underground have begun using it on their stations and waiting rooms, the process is also currently undergoing trials with Piccadilly Line on their tube cars.

## New options for Series 84 industrial switches

EAO has extended its Series 84 industrial switch range to include a compact, illuminated Emergency-stop switch.

The new Emergency-stop has a 'foolproof' mono-block design and bright LED illumination, visible even from the side. It shares the same 22.5mm mounting size and low behind-panel depth with the other Series 84 products.

The full range features a choice of LED- or filament lamp-illuminated pushbuttons and indicators. Switching elements can be supplied with an integrated LED in red, yellow, orange, green, blue or white. The illuminated version is available in aluminium as well as

plastic.

A double-blade, snap-action switching system ensures tactile operation and guarantees reliable switching even of very light loads. With a maximum rating of 42V,

50mA, these switches are ideal for PLC level signals.

All Series 84 products can be connected by plug-in terminals or 300mm flying leads, which enables them to be safely adapted

to PCBs of different heights. They can also be supplied with a variety of cable lengths and connectors.

These switches are ideal for control panels where space is restricted. A low profile of just 2.0mm from the front allows panels to be easily wiped clean.





## Stagecoach Neoplan's begin operating the Oxford Tube

Stagecoach Oxford have begun operating their Oxford Tube London express services with the new £8 million fleet of Neoplan 13.7m Skyliners. There had been a delay in deploying the new vehicles because of access problems at the Gloucester Green Bus Station in Oxford but these have now been resolved.

The 25 new coaches will take over from MAN powered Jonckheere Monaco double deckers which have been operating the service for some years. These are being re-assigned to Megabus.com work.

The new Neoplan's are fully

wheelchair accessible and feature a high level interior specification



including full air conditioning, seatbelts, power points for laptops and mobile phones, toilet and cctv. They have seating for 81

passengers as against the 68 of the earlier vehicles.

The Oxford Tube operates 24 hours a day, mostly on a 10-minute headway and carries over 6,000 passengers a day.

Speaking of the new fleet, Martin Sutton, MD of Stagecoach Oxford said, 'We believe this investment is the biggest one-off improvement on a single bus route anywhere in the UK. We are setting the standard for other bus operators and it shows Oxford is leading the way in high quality public transport.'

## New CEO for VOSA

VOSA is to have a new Chief Executive. The DfT has announced that Stephen Tetlow has been appointed to the position, succeeding Maurice Newey who has held the post for six years and is retiring.

Stephen Tetlow has 25 years experience in fleet engineering, logistics and maintenance support operations, mainly with the MoD. He joins VOSA from the REME, which he has been leading for the last three years. Prior to that he was Director of Support Operations at the Defence Logistic Organisation. He is a chartered engineer, a Fellow of the Institute of Mechanical Engineers and an MBA.

## CIVIS on show in Manchester

The revolutionary Irisbus CIVIS guided bus is to be demonstrated by Greater Manchester PTE next week. The unit will be on show in Albert Square, Manchester, on August 7, 8 and 9; Swinton Civic Centre, on August 12; Stock Hotel, Walkden, on August 13; St. Mary's Way, Leigh town centre, on August 14 and 16.

## CIVIS begins operating in Las Vegas

Ten Irisbus CIVIS guided buses have begun operating in Las Vegas. They are running on the first exclusive Bus Rapid Transit right-of-way set up by the Regional Transportation Commission. The vehicles are operating for the Metropolitan Express Bus Line (MAX) which is one of the busiest on the network. It runs from Las Vegas Boulevard North to the bus station at the US Air Force base at Nellis, a distance of 13 miles. On the route there are 20 stops and the CIVIS completes the run in 28 minutes, nearly 20 minutes quicker than conventional buses.



The CIVIS units are 18.3m long and can carry up to 120 passengers. The vehicles have been built to incorporate some American content including the fitting of Cummins engines. They have also had the air conditioning system upgraded to cope with the extreme temperatures experienced in Las Vegas. The vehicles were built at Rorthais in France.

## Scania for Venice . . .

Scania has won a contract to supply 52 OmniCity buses to Venice operator ACTV. ACTV operates 600 buses and these will be the first Scania in the fleet. Scania began selling the OmniCity

into Italy in 2000 and has already clocked up sales of 300 units.

The Swedish manufacturer sold 310 buses and coaches to Italy last year, making it the company's fourth biggest market.

## . . . and Mercedes Citaros for Rome

Mercedes has begun delivering an order for 300 Citaro buses to ATAC, (Agenzia dei Trasporti Autoferrotranviari del Comune di Roma), in Rome. The buses have a three door layout and also meet the stringent Italian environmental

legislation. All the buses have CRT fitted to the exhaust systems.

ATAC operates 2,700 buses of which Mercedes Benz will have supplied 500 including the current order.

## Providing accessible buses is not enough says CTA

The Community Transport Association has criticised bus operators for not doing enough to encourage disabled people to use accessible buses. It claims that many disabled people are still not aware that they can access bus services. It says, that despite the immense cost of introducing low floor buses, the number of disabled passengers using bus services has hardly risen. The Association believes that because of a history of disabled people not being able to use bus services this has left people without the knowledge to plan journeys, cope with complicated fare structures and passes, research the accessi-

bility of interchange facilities and organise alternative transport plans when things go wrong.

To try and reverse the trend the CTA is organising for its members special Travel Training sessions to help them assist people in overcoming these problems. Two special sessions, one in Manchester and one in Edinburgh, will be attended by specialist trainers from the USA where this type of training has become a part of the structure process, helping to make the transport system truly accessible.

For further information contact Alison Yates at the CTA on 0870 774 3586.

## 100 years of buses in Worthing

Buses have been operating in the South Coast town of Worthing for over 100 years. The occasion was marked by former Southdown Motor Services preserved buses operating again in the town. Many of the vehicles came from the Southdown Bus Collection, which is based at the Amberley Working Museum in West Sussex.

Stagecoach South, which purchased the former Southdown operation in 1989, hosted the event at its Worthing Depot. Andrew Dyer, MD of Stagecoach South, invited Traffic Commissioner Chris Heaps to cut a special cake in the presence of the Mayor and Mayoress of Worthing. Also present were three of the most senior former employees still living in the area. They were Bernie Wingfield, aged 91, and who began driving in 1930. He retired as an inspector in 1978. Dave Caple, who is 93, began driving in 1934 and retired in 1976, but the eldest, at 99, was Percy Randall, who also started with Southdown in 1930 and retired in 1970. Oldest bus on show was a Tilling Stevens of 1914, originally operated by Worthing Motor Services. Its 43 seat open top body is even older, dating from 1908. The next oldest was a Leyland TD1 from 1929.





# Vehicle Maintenance Advertising Feature

## 1. JBL MECHANICAL ENGINEERS

The Dipstop idea was originally made for heavy goods vehicles but due to demand we then developed it for coaches and buses. This has proved to be a very successful deterrent.

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## 2. SUPER SCREENS

Securely established for over 20 years, Super Screens have recently increased their fleet of mobile glazing vehicles to 18. This, plus the addition of 4 more experienced glazing technicians, was necessary to cope with their ever expanding market share in the the fitment of glass for the bus and coach industry. This compliments the recent move to new premises with a large purpose built workshop which can house 4 double decker buses or coaches at any one time.

These developments have been necessary to ensure the Super Screens increasing reputation, built upon providing a fast, reliable service, continues. "Being there when the customer needs us, twenty four hours a day with no excuses, is what we insist upon" says Proprietor Richard Knight.

The new, larger premises have enabled the business to increase the extensive stock holdings to offer a comprehensive range of glass from Alexander through to Van Hool.

Super Screens is also distributor for Berkhof glass and the only recommended fitters for the Evobus range of Setra and Mercedes vehicles.

"It is important that all work is carried out to the highest standard from the initial enquiry through to the finished job. This can only be done with experienced staff who understand the customers needs and put them first every time" states Richard

**Super Screens have assembled a highly experienced team and can be contacted on 01784 427080**

## 3. STERTIL UK "INGROUND LIFTS - A MODERN, SAFE ALTERNATIVE TO THE PIT"



A modern, safe functional working environment is imperative these days to enable a business to flourish. Workshop pits are a known Health and Safety hazard - people & vehicles fall down them, lighting, ventilation and drainage is often inadequate, access to parts of the underside of some vehicles is restricted, if not impossible and nowadays, with the increased use of low floor buses, they're often not

deep enough.

All these issues can be overcome by retrofitting an in-ground lift into an existing pit, or by specifying in-ground lifts at the design stage of a new workshop. The result? A clean, clear, almost obstruction free workshop floor where the lifting bays occupy the narrowest space required.

Stertil UK Ltd is the sole UK sales & service agents for the JA Becker range of in-ground electro-hydraulic vehicle lifts. JA Becker, a German company based near Stuttgart, has been manufacturing and installing these types of lifts throughout the world for over 100 years.

The operator has a choice between a 2, 3 or 4 ram system, depending on the number of axles his vehicles have. For example 3-ram systems have proved extremely popular for the servicing of 3-axle articulated buses due to the fact that by lifting underneath the axles, you have immediate, unobstructed access to the wheels and the underside of the vehicle.

Capacities range from 8 tonnes per ram, up to an impressive 35 tonnes per ram. In most installations one of the rams is fixed and the 2nd (3rd or 4th) moves to engage the other axle(s). The area between the rams is automatically filled in, level with the floor, by sliding or segmented steel plates (which can be driven over).

A generous lifting height of 1.9m is reached in approximately 85 seconds and a reverse-driving pump ensures a constant, similar lowering

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For further details contact: Philip Allen on 07973 136350

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speed. A direct link from the motor/oil chamber to the lifting ram negates the need for hydraulic hoses, resulting in a highly safe efficient and low maintenance unit. Optional extras include fully monitored synchronous lifting lowering and indicator lights showing the driver when the rams are completely lowered so that is safe to drive away. Should power be lost to the lifts a manual lowering procedure can be put into operation to safely lower the vehicle to the ground.

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#### 4. VOITH

It's more that 25 years since Voith became a well known name in the British bus and coach world. The German transmission manufacturer based at Heidenheim has a long history stretching to the time of water wheels, and its technology is based around using fluids to transmit drive.

The Diwa range of gearboxes, with their in-built torque converters which double as integral retarders, came to prominence in Britain in the mid 1970's in the Dennis Dominator and

MCW Metrobus and has since been available in heavyweight buses of virtually all manufacturers in the British market.

Voith's Diwa range soon gained a reputation for longevity, but inevitably transmissions in the punishing environment of urban bus work won't go on for ever and Voith offers a comprehensive range of remanufactured gearboxes for the aftermarket. These are offered under a service exchange arrangement and are fully rebuilt to original specifications to tolerances strictly controlled by the head office at Heidenheim, though the work is carried out at Voith Turbo Ltd's ISO9002 accredited workshops in Croydon.

Voith can usually supply transmission for any specific application off the shelf and at any one time will have around 60 units in stock. Some obviously move faster than others; Volvo Olympians for instance are plentiful and just at the sort of age where replacement transmissions are needed and which there is greatest demand. Not so long ago more replacements were needed for Metrobuses. Usually a remanufactured gearbox can be

delivered the next day and the old gearbox it is replacing is then collected a week later. Voith can provide a full remove and fit service which can be done at its premises in Croydon or, assuming that the operator has acceptable lifts or pits to meet its health and safety requirements the job can be done at the operator's premises.

For older vehicles such a comprehensive remanufacture and warranty may not always be required, so Voith offers a one-year warranty for those that want it on older vehicles, such as Metrobuses. It also offers a three-tier price structure, with the lowest cost for earlier versions of the three-speed unit, a slightly higher band for earlier four-speed units and another band for the newest 3 units.

Having units for virtually every type of bus available from stock on an overnight delivery minimises downtime and Philip Allen stresses that service exchange transmissions are always built back to their original application. And the three-year old warranty is on a no-quibble basis; should a unit fail. Voith's field engineers will go to the vehicle, run a diagnostic test and assuming the

5.

## Transport 355

### Application

This new generation premium pattern-depth highway tyre features a wide, flat footprint designed to give optimum mileage performance when fitted to the steer axles on Bus & Coach vehicles.

The combination of the five-rib pattern, wide shoulder ribs and an even pressure distribution within the footprint give a high degree of resistance to tyre induced irregular wear patterns.

TYRE SIZE	LOAD INDEX	SPEED INDEX	ASSEMBLY TEST	OVERALL DIAMETER (mm)	SECTION WIDTH (mm)	MAXIMUM LOAD	MAXIMUM PRESSURE (kPa)	PATTERN DEPTH (mm)
295/80R22.5	152/148	M	9	1044	298	3550/3150*	850	15.5
315/80R22.5	154/150	M	9	1076	312	3750/3350*	825	15.5

\* Single/dual fitment  
Maximum pressure is 120 psi  
Recommended pressure 116 psi

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SERIOUS TRUCK TYRES



failure is down to a remanufacturing fault, will remove the unit and fit the replacement. "The operator also knows that Voith Turbo is supported by the manufacturer in Germany and is here for the long haul" says Philip. Moreover the operator knows that he is getting a gearbox which is literally as good as new and will retain the longevity associated with Voith. It will have been rebuilt by people that know Voith gearboxes inside out - literally - and will be to the exact specification required for that vehicle, not one which is merely near enough.

**Tel: 07973 136350**

#### 5. TD TYRES

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#### 6. FLEET RESOURCING LTD

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**49 seats, choice of 2**  
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**29 seater**

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L REG NEOPLAN CITYLINER, 49 seat

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L Reg Mercedes 811D Plaxton Beaver  
31 service seats with retractable belts certified, Allison Automatic gearbox finished in white bodywork, a tidy vehicle tested until Jan 05, taxed ready to go  
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**Volvos**  
1983 PP Volvo B10M Plaxton Paramount 3500  
51 seats with belts manual gearbox, finished in white, a very tidy coach for the money. Tested until May next year, ready to use, one only. It's been reduced this week to  
**£5,750.00 Plus VAT**

**(Be quick for this one it only wants taxing and its on the road)**  
1985 B Reg Volvo B10M Berkhof  
53 seats with belts, Express doors. This coach had a new engine and gearbox fitted by Volvo 16 months ago, it's a ZF Automatic, ideal for schools and buses with a bit of private hire, easy to drive with extremely warm heaters, it's got 12 months MoT on it, it only wants taxing. Drive away Reduced this week  
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1987 PP Volvo B10M Jonckheere Deauville P599  
Later front fitted and back bumper, 51 tidy seats with belts, Rear sunken toilet, manual gearbox, finished in white. Just been fully serviced and a complete set of new fuel tanks fitted. Available immediately tested until next year  
**£21,950.00 Plus VAT**

1989 PP Volvo B10M Van Hool Alizee  
49 seats with belts centre sunken toilet Mk3 model Volvo that drives very well, MoT until November, radio pa. We have fitted various panels to it including a Stretch Panel, the bodywork is finished in white. The interior is original and tidy. A lot of coach for the money, extremely tidy vehicle  
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1987/88 Plaxton Paramount 3500  
Volvo B10M manual gearboxes 49 and 51 seaters two have been retrimmed within the last 15 months, Panels and Paint have been done on two of them and are very tidy vehicles for the money. The third one requires some panels and a retrim, but could be made to a 57 seater if required. They are all excellent runners and available immediately to go to work, all have long tests and tax on them. Very sensibly priced give us a ring for further details

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Leyland Olympians Cummins Powered  
1985/6 B/C Reg Eastern Coachworks Bodywork, 14 ft 6 ins height. Voith 4 speed gearbox. Very tidy interiors. These vehicles have high ratio rear axles ideal for private hire. Driver friendly loads of power from the Cummins L10 engines. Tanned and long tests. Drive away or have them belted and certified  
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**Volvo B10M Citybus Alexander Bodywork**  
1987 E Reg 84 seats. Single Entrance door, ZF 4 speed automatic. All forward facing seats, very driver friendly with warm heaters, adjustable steering column. This bus can easily be certified with 84 seat belts, its come from a very well respected major bus company and runs extremely well. Volvo Reliability  
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**Volvo Citybus East Lancs**  
1987/8 E Reg 85 seats double door model. They have come from a good home and are very popular for school contracts with the front door being half the usual width than normal. Very driver friendly with the added bonus of Volvo reliability. ZF automatic gearboxes, permo heating. These vehicles can be seat belt certified if required or up seated to 89 with the centre doors taken out. Ring for further details

**Scania 113 Alexander Bodywork**  
1990 G Reg 50 seats. Single entrance door. Very reliable 113 Scania engine with a brand new Scania fitted gearbox this year. Fully automatic. This vehicle has come from an excellent home and is available immediately to go to work or can be seat belt certified at cost. If you like Scania don't let this one go it's the business. Drive away at £19,950.00 Plus VAT or Have it Belted at Cost

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Semi auto gearbox 57 seats with belts, taxed and tested, had loads of money spent on this by previous owner a little tatty on the body work but can go straight to work, use it and boy it will see another test or use till the test runs out then break it, its only the price of a second hand engine  
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**DAF MB230 Caetano 1988 PP**  
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Reg 27/6/1996 MoT April 2005, Hi roof LWB, SLD, 6 x coach seats + lap diag, belts, full soft trim, non slip lino floor, tracking for 2 wheelchairs wheelchair ramp, white exterior, no body damage, 1 previous owner. P/exchange possible  
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Gardner 6LXB/Hydracyclic, converted to single door, 74 seats, good tests



### 1996 Dennis Dart SLF's

Plaxton Pointer bodies, 36 seats, single door, can upseat to 40



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**1994/5 L and M REG Volvo B6's**  
ZF gearboxes, Volvo engines, 40 seats (some coach seated) large choice. These buses are a good opportunity to buy modern buses at reasonable prices

**£11000 each** plus tyres and VAT



### 1992 J REG DENNIS DARTS

9 metres, Cummins/Allison, Plaxton Pointer bodies, 35 seaters, Choice of 5



### 1996 N REG VOLVO OLYMPIANS

Fitted Alexander Royale bodies, large luggage area downstairs (can be returned to seating), air conditioning, wheelchair lift in front entrance, coach seats upstairs, ZF 5 speed gearbox (capable of 60mpg) nice condition throughout



### 1993 K REG DENNIS DARTS

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### 1983 A REG LEYLAND TIGER

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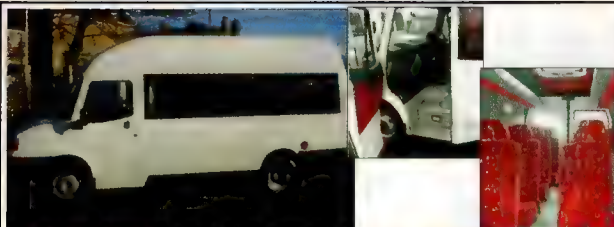
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£13,995 OLYMPUS CONVERSION



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**Mercedes Benz 0814D/Plaxton  
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\* Ricon under floor automatic tail-lift  
\* Manual gearbox  
\* W Reg (05/00)  
**£35,000**

**sales@mistral-group.com**

## TMS

**VOLVO PLAXTON COACHES  
VOLVO B10M PLAXTON  
PREMIER 1994 on private plate, 49/53  
seat, full exec, 12 months MOT  
£42,000**



### CHOICE 2 OF

**1991 Automatic** 57 retrimmed seats 10  
months MoT **£27,950 + VAT**  
**1991 Manual Low Driver** 51 belted  
recliners, rear mounted toilet, 12 months  
MoT, full exec TV, video, etc.

**£27,950 + VAT**  
**1989 Manual** 53 belted recliners, 12  
months MoT **£19,950 + VAT**  
All resprayed plain white with new stretch panels  
**1986 Manual** 3200 Full Exec

**£14,000 + VAT**  
**VOLVO CAETANO ALGARVE**  
**1986 on private plate** 53 belted  
recliners 12 months MoT **£6,950 + VAT**  
**Bedford YNT Plaxton 3200** 1986 53  
belted seats, 12 months MoT  
**£4,500 + VAT**



**Leyland Tiger Plaxton 3200** low driver  
1986, on private plate. Choice of 2, 53  
belted recliners or 57 belted seats. 12  
months MoT. New stretch panels and  
respraying white **£12,500 + VAT**  
**Mercedes Taz Dubrava** 1989 Exec 12  
months MoT **£4,500 + VAT**  
**Mercedes 410 Minibus** 1992 16 high  
backed seats, luggage racks, MoT Feb 05  
**£2,500 + VAT**  
**LDV Convoy Minibus** 1996 on private  
plate, 16 high backed belted seats. MoT  
Sept 04 **£6,500 + VAT**  
**LDV Convoy Minibus** Choice of 3  
1998 16 seats side entry MoT Apr 05  
**£4,500 + VAT**

**VOLVO PLAXTON 3200  
REDUCED TO CLEAR**



**1986 on private plate** 57 belted seats,  
MoT Dec 04 **£5,000 + VAT**  
Large fleet of coaches or minibuses  
available for hire, long and short term  
prices from £75 per day  
**Tel: 01795 660088**  
**Mobile: 07961 192927**



**2000 VOLVO B10M  
PLAXTON PARAGON**  
49/53 seater exec with toilet, video,  
coffee machine, telma,  
MoT March 2005, very clean  
**£102,500 ono**  
**Tel: 01305 852205**

**Due to fleet upgrade we have for  
disposal the following vehicles:**



**1987 Scania K112 Vanhool Alizee**  
53 seats good condition - 12 months MoT  
**£12,000 ono + VAT**



**1989 TAZ Debrava Merc V8**  
49 seats, excellent body work, good  
meaty engine, a few steamy windows.  
Tested till April 05  
**£4,500 ono + VAT**



**1986 Scania K112 Plaxton 4000**  
75 seats - double decker no test, needs  
about £1,500 spent for good contract  
vehicle (more burns on seats)  
**£4,000 ono + VAT**



**1983 Bedford YNT Plaxton Supreme**  
53 seats - good runner - no test  
**£650 ono + VAT** for spares or repair



**2000 LDV Pilot Van**  
only 14,000 genuine miles, excellent  
condition - tested till Feb 05  
A bargain at only  
**£2,000 + VAT**  
**CONTACT DAVE OR KEVIN**  
**ON 0121 356 6161**



# SHOWROOM

## Direct Coach Sales

**Specialists in used passenger vehicle sales**

### 2003 VOLVO B12M PLAXTON



**PANTHER**  
49/53St Exec, Air Con, D/M Centre Toilet, Boiler, Fridge, 3 Pt Belts, Board Vacuum, Immaculate. Still in warranty  
**£Sensible Offers**

### 2003 MERC. 814D VARIO



**PLAXTON CHEETAH**  
33St Coach, Power Door, Retarder, Low Mileage  
**£67,500**

### 2000 EOS 90



48St Exec, Fully Automatic, Retarder, Air Con, Rear Saloon Toilet, Rear Servery, Boiler, Fridge, Video & Monitor  
**£112,500**

### 1997 IVECO EURORIDER



**REULAS STERGO E**  
48St Ext, Air Con, Centre Toilet, Cont. Door, Video & Monitor, Telma, Fridge, Boiler & Servery  
**£69,500**

### 1997 VOLVO B10M VAN HOOL



**ALIZEE**  
49/53St Exec, Air Con, Centre D/M Toilet, Boiler, TV, Tables, Base Colour Painting FOC  
**£79,950**

### 1997 DENNIS JAVELIN



**CAETANO PORTO**  
57 St In-Swinging Power Door, Belts, Radio PA, Cassette, Ideal School And Private Hire Vehicle  
**£49,950**

### 1996 DENNIS JAVELIN



**ALGARVE**  
53 St Power Door, Recliners, Belts, Courier Seat, Cont. Door, Drop Driver Front  
**£47,500**

### 1995 DAF SB3000 VAN HOOL



**ALIZEE**  
49St Exec, ZF Auto G/Box, Rear Saloon Toilet, Boiler, Fridge, Recent Re-trim, P Plate, Choice of 3.  
**£57,950**

### 1993 VOLVO B10M PLAXTON



**PREMIER 320**  
53 St. Power Door, Courier Seat, Belts, Re-Sprayed White, Long MoT  
**£29,950**

### 1989 DUPEL 425



53 St. Exec, Centre Sunken Toilet, Centre Cont. Door, Boiler, Fridge, Belts, Courier Seat, Very Tidy  
**£17,950**

### 1988 MERCEDES 811D BEAVER



33St Coach, Re-trimmed Coach Seats, Manual G Box, Coach Style Rear With Boot, Racks, Belts, Well Maintained And Very Tidy For The Year  
**£9,950**

### 1994 MAN 11.190 BERKHOF



**EXCELLENCE**  
30St (8.5 Metre) Exec Rear Toilet, Rear Servery, Boiler, Telma, Excellent Condition  
**£46,500**

### 1986 DAF SB2300 PLAXTON



**PARAMOUNT 3200**  
53 St. Recliners, Belts, Power Door, Courier Seat, Private Plate, Recent Engine O'Haul, Painting in Progress  
**£9,500**

### 1980 MCW EAST LANCs

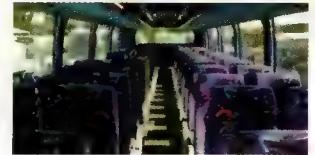


71/73St. Double Deck Bus (Choice of 4) Gardiner Engine, Voith Automatic G/Box, Retarder, Air Suspension, Clean & Tidy  
**£3,750**

Some of these vehicles are still in service, please telephone for appointment to view

**Tel: 01509-852883 or Mobile 07721-091829**

**Check out our website: [www.thecoachshop.co.uk](http://www.thecoachshop.co.uk)**



### Dennis R Series Caetano Enigma

49/53 centre WC, boiler, fridge, 420 bhp Cummins engine. Astronic box, delivery mileage. Only choice of two

**Tel: John Dunn 07720 559547**

776/1010036/SH



### 2001 Y LDV CONVOYS

Hi roof, 2.5 Ford diesel engine and gearbox, 17 front facing seats with 3 point inertia belts, in white, some with COIF/ PSV.

**Prices start From £5,295.00 + VAT**

**Tel: 01442 413144**

776/1010044/SH



### 1997 'R' MARSHALL SLF WHEELCHAIR ACCESS

**26 + 15 MIDI BUS**  
Taxed and long test, choice  
**£15,750**

**Tel: (01452) 720666**

776/100996/SH



### 2000 Neoplan Jetliner

35 Reclining seats Rear Toilet, Servery, Fridge Video, Aircraft lockers Webasto. Climate control and Safe

**Sensible offers**

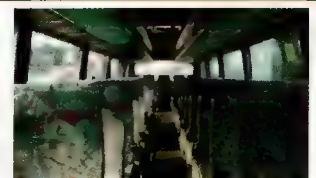
**Tel: John or Paul on**

**01425 473188 / 07793 770240**

776/1010046/SH

*Bus & Coach Buyer is a service provider to the industry, we aspire to setting high service and standards.*

**Bus&Coach BUYER**



### 2000 MAN Noge Catalan

49 recliner seats, centre WC and cont. door. TV & video, air con, boiler, new MOT one left. First come first served

**Tel: John Laws 07711 693968**

776/1010037/SH



# FORECOURT

## 2000 TOYOTA

### OPTIMO IV

22 leather seats

AIR CONDITIONING

£35,000

BOB VALE COACH SALES

01494 716996

## 1989 T815 VAN HOOL

49/53 recliners with belts Telma, Webasto, Radio/Pa, TV Monitor, wired for video, water tanks, large luggage hold, ferry lift, double glazed, MOT to January 2005

*Very good condition, easy drive ready for work*

£17,500 + VAT ovno

Tel: 020 8651 5433

776/1009927/FC

## Travel West Midlands

Have for sale a choice of the following vehicles

### MCW Metrobus

structurally re-engineered by Marshall of Cambridge from £5,000

Leyland Lynx's from £5,000

776/1009703/FC

Mercedes Benz 811D Minibus from £12,000

Tel: John Brittan on 0121 254 6906

## 1992 Mercedes 709D

29 seat Carlyle Service Bus, Manual gearbox. MoT March 2005. Plain white £4,500 + VAT

## 1989 Mercedes 811D

26 seat Optare Service Bus, Allison Auto. MoT June 2005. Retrimmed seats. Plain white £2,750 + VAT

01286 675175 (North Wales)

776/1009727/FC

## 1998 JONCKHEERE MISTRAL

51/53 seats, air con, tv, video, PA, boiler, full spec **£POA**

1999 Volvo T9 Alizee, full spec **£POA**

Leyland School Bus, 55 seater suitable for schools **£POA**

Tel: 01270 625096

Mobile: 07714 521089

Barratt Coaches

776/1009782/FC

## Bus & Coach Auction All aboard!

## Bumper to Bumper Buses and Coaches on Wednesday 25th August at 11.00am

All types of entry invited

Call Duncan Baker or Andrew Worswick on:

**0161 230 6000**

or fax details on **0161 220 8079**

Email address: aworswick@bca-group.com

For the quickest FREE and easy way to find Coaches and Buses simply log on to:

**www.commercialauctionview.com**

The ONLY Bus and Coach Auctioneers

**BCA**  
VEHICLE REMARKETING

NOW AVAILABLE FOR BOTH DEPOSIT AND FINAL PAYMENTS.

**www.bca-europe.com**

R Reg 1998 LWB, LDV Convoy 400 17 seats hi-roof, COIF, PSV, side loading door, factory conversion, 3 point belts, new test £3,300 ono + VAT

E Reg Mercedes 609 23 seats belted, MoT April 05 £3,300 ono + VAT

N Reg 1996 Ford Transit 2.5 semi-hi, 11 seats or 6 seats plus one wheelchair, non-PSV, MoT Oct '04. £2,600 ono

M Reg 1995 Mercedes 609 20 seats, belted or 7 seats and four wheelchairs, under floor tail lift MoT May 05 £7,000 ono + VAT

2001 Volkswagen Caravelle 2.5DTI SWB in yellow, 7 seats, table electric windows, mirror, radio cassette, towbar, alloys £12,750 ono MoT Jan '05 776/1009737/FC

Tel: 01656 862505 07977 283018

## 2000 Mercedes-Benz Nouvelle II

33 seats, forced air ventilation, tow bar, 3 point belts, retarder, MOT until Dec 2004

£47,000 + VAT ono

Contact Chris T: 07919 628 249

776/1009909/FC

## Dennis Javelin Duple 320 1988

MOT May '05, 53 seats + rear toilet, good condition

£8,500 + VAT

Tel: 01234 711318

776/1010021/FC

## ACORN COACHES

### 1989 SCANIA DUPLÉ 320

52 belted seats, rear demountable toilet, continental door, MoT 31 Oct, taxed end Nov

£7,750 + VAT

Tel: 01827 311744

776/1009839/FC

## NORTHERN IRELAND

Due to vehicle upgrading we have the following buses for sale

1997 1 x 33 seats Merc 814 Vario Conv £23,500

1998 2 x 29 seats Merc 814 Vario Conv £25,500

1999 1 x 29 seats Merc 814 Vario Conv £27,500

1997 1 x 24 seats Merc 612 Vario £13,500

1995 1 x 24 seats Merc 811D £11,500

1985 1 x 55 seats Volvo Vanhool Retrimmed & recon engine 776/1009991/FC

All the above buses are in good condition

Belfast Bus Company

Tel: 02890 742 444

## 1988 Plaxton 4000/Daf 3000

74 R. Seats Fully Seatbelted Toilet/Water - boiler recent retrim

£12,000 with new test

or £9,000 with short MOT

Much work recently carried out

Tel: 01304 212859

Out of Hours - 07702 14234 (anytime)

776/1009848/FC

## 1988 Volvo B9M Plaxton Paramount 3200

41 r/seats, MoT to Feb '05. Recent new clutch and numerous other Volvo parts purchased in the last 12 months

£19,250 + VAT ono

## 1992 Mercedes 709D

24 coach seats, power door, recent new clutch, M&M conversion, MoT March '05

£4,500 + VAT ono

Tel: Cheam Coaches 01372 742527

776/1009715/FC



# FORECOURT

## COACHES FOR SALE

**1996 Iveco Beulas Exec,**  
49 seats

**1998 Dennis Javelin**  
**Berkhof, 51 seats**

**1988 DAF Van Hool Alizee,**  
53 seats

**2000 MAN 24 400 Catalan**  
**Noge, 49 seats**

**1993 Scania Van Hool**  
**Triaxle, 48 seats**

**1997 Scania Irizar K113,**  
44 seats

**1997 Scania K113 TRB**  
**Irizar, 49 seats**

FOR FULL SPECIFICATIONS,  
PLEASE VISIT OUR WEB SITE  
**www.closeassetfinance.co.uk**

CONTACT ANN OR DAVID  
ON 01283 742 581

776/1009863/FC

**Bova Futura FHD 12**  
49 seats, centre toilet,  
fridge, boiler, TV & PA,  
MoT/Tax March 2005.

Well maintained.  
Good runner  
**£27,000 + VAT**

**Tel: 07710 808331**  
**(Midlands)**

776/1009862/FC

**LDV Convooy 2001 16 TS, Factory Bus, Diesel,**  
H/R, white only 21,000 miles. Warranted.

Bargain **£7,250**

**DAF SB2300 DHS Paramount MkII 1986 T**  
& T. Air suspension, 53 sts, inswinging door,  
belted, 1 previous owner **£7,500**

**DAF SB2300 DHTD Paramount MkII 1986.**

T & T, 53 rec, belted, inswinging door, 1  
previous owner **£6,750**

**Bedford Paramount Mki 11m, 53 sts, phase 2**  
500 turbo, ZF box spares or repairs **£1,000**

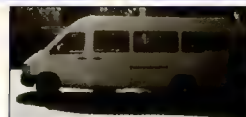
8.5m, 35 sts, 1982 Supreme spares. Tow away  
**£250**

**Herdman Coaches (Nr Hey-on-Wye)**

**T: 01497 851616/847100 (Paul)**

**All ono + VAT**

776/1009793/FC



776/1002598/FC

**1998 R VW LT35 TDi LWB**  
**Minibus**

9 seater + 4 wheel chairs, 95,000  
miles, under slung platform, Unwin  
tracking, SLD, 1 authority owner.  
Very good condition, must be  
viewed

**£8,995 + VAT**

**Parkway Commercials**

**Tel: 0208 759 3969**

**Mob: 07766 670 411**

**L. J. EDWARDS**

**Executive Coach Travel - Hailsham**

**1997 (P) Bova Futura Executive Coach**  
49 reclining seats, seatbelts, toilet, video and  
twin monitors, CD/PA system, hot/cold drinks  
servery, air conditioning, MoT March 2005  
**£75,000 + VAT**

**1999 (T) Bova Futura Executive Coach**  
49 reclining seats, seatbelts, toilet, video and  
twin monitors, stereo/pa system, hot/cold drinks  
servery, air conditioning, MoT March 2005  
**£95,000 + VAT**

Both vehicles are finished in white, ready to  
work and maintained to our usual high  
standard

For details call John Edwards on  
**01323 440622**

776/1009739/FC



776/1009849/FC

**Toyota Optimo Mk II**

Reg Nov 1991, MoT Oct 04, 21-  
seat + guide, tables, forced air,  
new video, TFT monitor, new P/A  
system, resprayed white one year  
ago, excellent condition **£8,250**

**01202 318888 or**

**07747 803076**

## 1993 LDV 400

16 seats, fully automatic  
lift, reliable, ideal for  
school runs

**£2,000 + VAT ono**

**Tel: 01262 401848**

776/1009850/FC

## COURTNEY COACHES LTD

**1998 Noge Tri Axle MoT til**  
**May '05, 49 seater full exec.**  
**£80,000**

**1997 Scania Tri Axle MoT**  
**til June '05, 49 seater full**  
**exec.**  
**£75,000**

**1996 Scania Tri Axle MoT**  
**til Feb '05, 49 seater full**  
**exec.**  
**£70,000**

**1996 Mercedes 711D MoT**  
**til April '05, 24 seats £11,000**

**2000/X MAN/Ayats Bravo**  
**Double Decker 73 seater,**  
**MoT til August 2005**

**£170,000**

776/1009963/FC

All the above vehicles are for sale  
due to delivery of new vehicles  
All vehicles are taxed with full  
service history and painted white.

For more details please  
Telephone **01344 412302**

## Neoplan Skyliner 77 seats 1990

Test March 2005, taxed  
November 2004, Mercedes  
Vio 6 speed gearbox, video,  
toilet, tea machine, fridge,  
rev. camera, tow bar, interior  
red - exterior white.

**£34,500 + VAT**

**01245 320 598 Essex**

776/1009896/FC

## 1994 MAN Optare

43 service seats

**£15,000 ono**  
**+ VAT**

**Tel:**  
**0141 951 8888**

776/1009647/FC

## 1999 Volvo B10M Plaxton 320

53/57 seats + courier, air  
conditioning, aircraft  
lockers, Fainsa Gaudi seats,  
long MoT

**£77,000**

**Call John**  
**07973 443032**

776/1009931/FC

## Due to fleet replacement vehicles for sale

**1994 B14D Merc, 33 seater, tax & tested £13,995**

**1994 609D Merc, 24 seater, tax & tested £8,995**

**1998 LDV 400 Convooy, 16 seater, tax & tested £5,895**

**1998 LDV 400 Convooy, 16 seater, tax & tested £5,895**

**2000 LDV 400 Convooy, 16 seater, tax & tested £6,995**

**Plus VAT**

**Tel: 07711 294545**

776/1009841/FC

## 1987 Jonckheere

29-seat Piccolo executive coach,  
Cummins 'B' series, double glazed,  
toilet, TV + video, drinks machine, full  
retrim 2003, centre carpet, blinds etc,  
private plate, over £9,000 spent in  
last 12 months, taxed & tested March  
2005. A superb small coach at  
**£12,500 + VAT**

## 1988 Mercedes 609

19 hi back seats, drop well boot,  
curtains, resprayed silver, new wheel  
trims, taxed & tested Oct 2004,  
no longer required  
**£2,200 + VAT**

Phoenix Coaches 01823 324636  
(Somerset)

776/1009903/FC

**1989 PP Leyland Tiger L10 Plaxton**  
**Paramount 3500 51 retrimmed**  
belted recliners, ZF manual gearbox.  
New clutch. Very clean & tidy.  
Test Sept 04 **£12,000**

**1989 Leyland Swift Reeves Burgess**  
37 belted seats. Test Nov 04. Good  
condition. Drives very well **£6,000**

**1997 P Reg Mercedes 611D**  
(110 bhp Turbo) 24 three point belts.  
Power door. Very clean & tidy.  
360Km. Test Jan 05 **£14,000**

**All above vehicles are working daily.**

Will retest if needed.

Any trial & pit inspection welcome.

Also breaking 609D Merc

**Contact John Jones**

**01704 875858**

776/1009781/FC

## 1984 Volvo B10M Jonckheere

51 seats, toilet, MOT  
July 2005, taxed until  
December 2004, good  
condition

**£10,500 + VAT ono**

**Tel: 01463 240 673**

**Mob: 0773 043 7706**

**(Scotland)**

776/1010005/FC



776/1009951/FC

**1995 M Mercedes 410**

14 seater minibus, 90,000 kms,  
1 authority owner, front air door,  
Unwin tracking, rear Ratcliff tail  
lift, 3 point seatbelts, new tyres,  
very clean vehicle, 5 speed  
manual, must be viewed, credit  
card accepted. M4 J3 Heathrow  
**£4,950 + VAT**

**Parkway Commercials**

**Tel: 0208 7593969**

**Mobile 07766 670411**

**1999 Neoplan**  
**Transliner GX**

6 speed ZF, 49 seats, air  
con, Webasto, cruise  
control, drivers bunk,  
servery, centre toilet, TV,  
Video, PA. Usual Neoplan  
refinements, low mileage

776/1009891/FC

**£80,000 + VAT**  
**price to sell due to**  
**new vehicle arrival**

**Tel: 01382 320 280**

**Mercedes Plaxton Cheetah 2000**  
33 seater MoT June 2005, owned by  
us from new used daily,  
excellent condition  
**£57,000 + VAT**

**Volvo B10M Duple 1983**  
57 seater inertia belts, Taxed & MoT  
all white, used daily  
**£3,000 + VAT**

**Volvo B10M Van Hool**  
49 seater all white, grey interior, used  
daily, sold with 12 months MoT  
**£6,500 + VAT**

All of the above vehicles are in  
daily use, mechanically sound etc.

For more information telephone  
**Hodsons of Gisburn 01200 445394**

776/1009729/FC



# FORECOURT



**1998 'R' IVECO 35-10 Turbo Daily Minibus**  
108,000 kms, 16 seater minibus, only 11 seats,  
3 wheelchairs, under slung access tail lift, front  
air door, radio cassette, 3 point seatbelts, ex dial  
a ride vehicles, very good condition, must be  
viewed. All credit cards accepted.

M4 J3 Heathrow **£5,375 + VAT**

Parkway Commercials  
Tel 0208 759 3969  
Mobile: 07766 670411

7761009952/FC

## Rutherfords Travel have the following vehicles for disposal:

**2 x 1995 Volvo B6R**, long MOT, 35 seats.  
Jonckheere body **£49,000 + VAT ONO**

**2 x 1995 Leyland National**, Cummins  
engine, Allison gearbox, 51 seats,  
refurbished **£7,500 + VAT ONO**

**1993 Setra S215H £44,000 + VAT ONO**  
7761009768/FC

**Tel: 01403 786303  
or 07836 775069**

**1994 Bova Futura**, 51str, full exec with air con,  
tv, video, coffee machine & fridge, MoT March  
05.....**£43,000 ono + VAT**

**1994 Bova Futura**, 51 str, full exec with dark  
tinted windows, middle air door & MoT March  
05.....**£42,000 ono + VAT**

**2000 Volvo B12R Jonckheere Monaco**, 71 seat  
double deck, saloon coach. Full spec with air  
con and ski box.....**£185,000 + VAT will part ex**

**Further details please phone  
01665 720907**  
7761009909/FC

**1989 VOLVO B10M DUPL 340**  
55 re-trimmed seats, continental exit,  
radio/pa, new clutch, exterior cream/blue.  
MoT until April 05  
**£14,500 ono + VAT**

**1990 MAN 10.180 CAETANO ALGARVE**  
35 retrimmed seats plus courier, radio/pa,  
fridge/drinks. Exterior white, to be sold  
with new MoT  
**£13,500 ono + VAT**

**1981 VOLVO B58 DUPL DOMINANT IV**  
53 good seats plus courier, radio/pa,  
double glazed (all good),  
exterior multi coloured. MoT Jan 05  
**£2000 ono + VAT**

**Tel: 01799 508010,  
07740511536 (Essex)**  
7761009890/FC



## 1993 25 seater Mercedes

8 standees, 709D Alexander body.  
MOT expires Oct 2004.  
Re-painted white, end of contract  
forces sale

**£3,850.00 + VAT**

**Tel: 01298 871222**  
www.andrews-of-fideswell.co.uk  
T. 01298 872412 •  
E. info@andrews-of-fideswell.co.uk

7761009913/FC

## Due to Fleet Upgrade

### PLAXTON PARAMOUNT DAF 1989

49 seat full exec, test to Nov, vgc  
**£15,000 ovno**

### MAN JONCKHEERE 1992

49 seat, full exec, test to Sept,  
vgc  
**Reduced £23,500 ovno**

**Tel: 01226 755573  
or 07785 394766**  
7761010019/FC

## EIGHT 1994/5 OPTARE METRORIDERS,

25 seats, MoT'd ready to work  
**£8,500 each plus tyres**

## TWO 1992 LEYLAND LYNX

51 seats, long MoT's, Cummins  
engine ZF gearbox  
**£9,750 each plus tyres**

**Contact Jack Hornby  
on 01772 253671**  
7761010027/FC

## 2003 LDV CONVOY

90 P/S Ford Turbo diesel engine,  
concept luxury conversion, front  
entry, 16 highback M2 seats,  
3 point seat belts, luggage racks,  
Euroliners, stereo, panoramic  
windows, 23,000 miles only

**£14,500 + VAT ONO**

**Tel: 01733 554843  
Mobile: 07831 362208**  
7761010030/FC

## Mercedes 709D M Reg Service Bus

25 Seater. 8 Standing  
Full MOT 12 Months  
Excellent Condition

**£6,500**

**Tel: 0191 224 0002**  
7761010032/FC

**96 (N) Plaxton Premier B10M**, 49 str, Exec,  
white, vgc, tv, drinks, etc.....**£41,995 ovno**

**L (93) Jonckheere Deauville B10M**, 49 exec,  
white, vgc.....**£35,995 ovno**

**P.P. (89) Van Hool Volvo B10M**, 55 str,  
retrimmed B Magic, c/s, tv/vgc.....**£25,995 ovno**

**P.P. (87) Plaxton Paramount B10M**, 49/53  
retrimmed seat, long MoT, vgc.....**£11,995 ovno**

**1984 (A) Plaxton Paramount B10M**, 57  
seater, long MoT, vgc.....**£9,995 ovno**

**1987 (E) Mercedes 24 coach** seats,  
belts, power door.....**£1,795**

All prices subject to VAT

Finance available subject to status

**Contact Andy  
07773 785143**  
7761010033/FC

## 1996 P Mercedes 208 Sprinter

8 seater, H/B M2 seats, 3  
point seat belts, tinted  
windows, curtains, 11  
months MOT, taxed,  
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**£5,250 ono**

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## WHEELCHAIR VEHICLE



**Toyota Funcargo (Yaris)**, wheelchair  
vehicle, 2000 W reg, metallic silver,  
25,000 miles, 1,300cc, petrol, 5-  
door, p/a/s, all electrics, a/c, a/b/s  
brakes, cd-tape player, comes with  
wheelchair lift for disabled, twin air  
bags, superb condition **£7,995**  
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7761009974/FC

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**1989 Leyland Lynx Gardener Turbo 49 seats belted £5,750**

**1994 Wright Handybus 8.5 metre Dart 27 could upseat to 35 £8,750**

**1978 Leyland National Cummins Allison £3,250**

**1978 Leyland National 510 x 2 £3,250**

**1984 Leyland Tiger ECW Service Bus £2,350**

**W Reg Olympian 77 seats £4,500 13.8H**

**X Reg Titan 73 seats £4,500 14.6H**

**X Reg Titan 73 seats, new engine £4,750 14.16H**

**Y Reg Olympian 77 seats, new engine £4,750 14.6H**

**C Reg Olympian x 2 £7,000 14.6H**

**X Reg Atlantean £2,500 14.6H**

All vehicles sold with long or full MoT's  
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Come and see and give us a bid

All have private plates

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**95 Marco Polo Dennis Javelin 20+ mpg**, 51  
seater, retractor belts, massive locker & boot, toilet, TV,  
video, radio, PA, looks like new, mint **Must see Must try Must Buy Don't miss this one £36,500 ono**

**2000 W Mercedes 614D Vario**, 23 seater coach,  
Autobus conversion, manual door, radio/cassette,  
graffiti interior three point compliant belts, huge  
dropwell boot, forced air, reading lights, mint condition,  
very clean first to see will buy.....**£24,995 ono**

**89 70 Seater Duple 320** test to 29 Oct 04 19x 20  
+ MPG 3 point seat belts will earn you a fortune average  
of £380 per day as it has for us schools love it, carries  
two class at once.....**£36,000 ono Don't Miss This One!!!**

**89 Duple 320 Dennis Javelin 20+ mpg**, 53-  
seater, mint, toilet rad/cass, PA, just rebuilt, ready for  
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all white.....**£12,000 Ready to Earn**

**80 Volvo B58 05 53 seater** repaneled Semi auto,  
good seats, good engine & tyres, excellent work horse,  
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**82 Plaxton Viewmaster 49 seater** all white  
repaneled, retrimmed including roof etc, with belts &  
toilet, TV, video, drinks, radio, cassette, PA 1984 test to  
05 August 05 **Drives like new.....£8,500 ono**

**88 11 metre Duple 320 Dennis Javelin 20+ mpg**, 53 seater, big locker, good all round condition

**84 Volvo B10M Duple Caribbean**, 49 retrimmed  
seats, with retracting seat belts, toilet, etc, Radio/Cass,  
PA, all white good tyres, drives well re-engineered  
chassis, good boot lockers, double glazed.....**£8,500 ono**

**83 PP Volvo B10M Jonckheere P90**, 57/9  
retrimmed seats with lounge toilet, tables & TV,  
Radio/Cass, PA, Brazilian mahogany wood finish,  
massive lockers, will make nice coach with a bit of TLC.....  
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**86 MCW Metroliner 77 seater**, no test, 1/3 rebuilt  
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53 seater, stunning condition, ideal  
for work or show MoT January  
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previous owner A Real Classic  
**£1,250 + VAT**

**Aug 1989 G Reg Dennis Javelin  
Duple 320 53 seater plus toilet  
and courier seat, MoT January  
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Mob: 0771204 6398  
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**1988 Mercedes 609D**, 24 new M3 seats with 3 point belts. New MoT and tax. Good condition ..... **£2,500 + VAT**

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**1986 Leyland Tiger Paramount 3500**, 53 retrimmed belted seats, July 05 MOT, tax Nov 04, all over white, absolutely brilliant clean coach, ready for anywork ..... **£4,500 ono**

**1983 Leyland Tiger Paramount**, 57 retrimmed belted seats, new tyres/panels, re-painted all over, March 05 MOT, August 04 TAX, very clean, good runner ..... **£3,500 ono**

**1984 Volvo B10M Caribbean 1**, 53 belted seats, MOT Nov 04, tax Aug 04, very clean reliable coach, **£3,000 ono**  
**1988 Iveco 4910 Robin Hood**, 21 belted seats, MOT'd and taxed ..... **£1,000 ono**

**Breaking**  
**1987 Bedford Paramount 3** Volvo engine  
845 Tiger Paramount 25  
Volvo B10M Jonckheere  
DAF MB2300 Berkhof

**T: 01733 343901 (Peterborough)**

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53 retrimmed, belted seats. 1 tested March

'05, 1 out of test

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**£1,500 the pair**

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16 H/B seats with seatbelts, 2 tables, curtains, small boot, excellent workhorse, MoT March 05

**£2,500 + VAT**

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16 HB seats with belts, new MoT

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**01923 263984 Herts**

**1988 DAF MB230 Caetano Algarve**

Taxed til August 04, Mot Oct 04, 49 seater, with toilet

**£8,000 + VAT ono**

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**Mob: 07771 898 974**

**1992 Mercedes 811D Auto, Wright body**

With 'fast flow' doors, coachbuilt front with 'Vario' grill and lights, 29 bus seats with retractable belts and handrail padding. Taxed and tested until March 05 Buy today work tomorrow

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54 seats, seatbelts, MoT April 2005 In good condition

Reupholstered 12 months ago

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**£4,500 + VAT**

**Tel: 0207 3581441**  
**(Excalibur Coaches)**

**1983 Tiger Paramount 3200**  
53 seats with belts, in reasonably tidy order. MoT until 25th April 2005.

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**1989 DAF Caetano £7,000**

**1987 DAF Paramount £7,000**

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Underfloor luggage. 16 highback seats, soft trim. 3 point belts, new tyres. MoT Aug 2005. Taxed Jan 2005. 110,000 miles. Excellent condition

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**1985 Bedford Plaxton Paramount**, 28 seats, 12 month's MoT, recent new engine  
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**1991 Dennis Dart**, 28 + 13 standees, 12 month's MoT  
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**1996 LDV Convoy**, 17 seats, 12 months MoT  
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**1989 G BOVA FUTURA FHD**, 53 seats plus toilet, DAF 11.6 litre 280 bhp engine, courier seat, radio/cassette/pa, price includes retrim in your choice of moquette, very clean vehicle for year, now in stock, phone now for further details, excellent value at just **£22,995**

**1988 E/PP VOLVO B10M JONCKHEERE JUBILEE P599** 53-seat coach, rear sunken toilet, radio/cassette, white exterior, double glazing, very clean for year, price includes our usual refurbishment package, recent retrim in excellent grey/multicolour Somtex moquette, tremendous value at just **£21,995**



**1987 E LEYLAND TIGER TL11 ZF 6 SPEED MANUAL PLAXTON PARAMOUNT 3500 III** 50 seat coach, rear saloon toilet, recent repaint in white (will respray at cost if required), being prepared with new MoT, rear saloon toilet, courier seat, recent retrim in red overall patterned moquette **£10,995**

### SPECIAL DEAL!!!



**1984 A DAF MB230 11.6 litre ZF manual Caetano Algarve SDH** 53-seat coach, retrimmed in attractive red-based moquette less than a year ago, seat belts, MOT to 26/01/2005, courier seat, white exterior, very clean for year, excellent value at just **£5,495**.

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**2003 (03 Reg) Ford Transit 16-seat ELWB 2.4 turbo diesel factory psv bus**, one owner and just 21,000 warranted miles from new, white exterior, three point seat-belts not even run in, **why pay £23,000 for a new one or buy this for just £16,995, trade-in welcome.**

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**2001 (51 reg) Mercedes 814D Onyx**, 24-seat coach, lap and diagonal seat-belts, power door, rear luggage boot, modern red/multicolour interior, twin luggage racks with forced air and reading lights, one owner from new, 203,000 km warranted, Euroliners, radio/cassette, air suspension, one only, outstanding value for money at just **£32,995**



**1997 P Mercedes 611 (pre-Vario, 110bhp turbodiesel engines, sensibly geared to cruise at 65 mph and to go up hills as well as down them!!!)** Mellor conversions, choice of 13, 16 or 18 seats to your preference, wide choice, all one owner, low mileage (warranted 90,000 to 120,000 miles, full size coach seats, with three-point seat belts, rear cassette-type tail lifts, full body skirts, one-piece plug-type manual doors, at front of coach, huge variety of refurbishment packages including full luxury interior, available from **£9,995 to £14,495** depending on package chosen, all with new MoT and resprayed white. One 16-seat refurbished coach ready now at very special price!!!!

**1995 N Mercedes 609D Frank Guy**, 19-seat coach, full refurbishment with full size luxury seats retrimmed in brown/multicolour graffiti moquette, twin luggage racks, radio/cassette with four saloon speakers, gangway and driver's area carpet, full body skirts, small rear boot, excellent little coach, real value at just **£12,995**



**1994 M Mercedes 811D Alison automatic UVG Wessex II**, 33 retrimmed bus seats, narrow doors, will seat-belt at cost if required, useful 33-seater at just **£10,995**

**1994 M Mercedes 811D Alison Automatic** 33-seat coach, UVG Wessex II bodywork, our usual refurbishment package including retrimmed seats, compliant seat-belts, twin luggage racks, moquette to centre roof, walnut dashboard, radio/cassette player with four saloon speakers, one only at just **£16,995**

**1993 L Mercedes 709D Wadham Stringer Wessex II** 29-seat coach, 5-speed manual, fully repainted, new floor, body overhauled, coach seats with headrests and three-point seat-belts, twin luggage racks, very useful coach at very sensible price of just **£11,995** fully refurbished.

**1991 H Dennis Dart Carlyle**, 28-seat bus, Cromwell, trouble-free construction, recent retrim in your choice of moquette, resprayed white, now being prepared for new MoT, will be ready next week, one only at just **£6,995** fully prepared.

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**1995 N Peugeot Boxer 2.5 diesel**, 11-seat minicoach, high-back seats with three point seat-belts, white exterior with vinyls, tracking to rear (but never fitted with tail-lift), MoT just expired, clean and tidy for year, excellent value at just **£1,995**

**1995 N Mercedes 609D Frank Guy**, 20-seat coach, power door, retrimmed in brown graffiti-style moquette, radio/cassette, saloon heater, small rear luggage boot, twin luggage racks, full body skirts, moquette to centre roof, MOT November, due in soon, one only **£10,995**

**1993 L Mercedes 811D Alison automatic Dormobile Routemaker**, 33-seat coach, refurbished 2001 with new coach seats in attractive grey/green moquette, compliant seat-belts, average bodily, MOT to October 30th 2004, very good value at just **£6,995**

**1993 K Optare Metroliders, Cummins/Allison drivelines**, all 25/26-seaters but will upseat to 31, good interior trim, clean damage-free bodywork, narrow bodies, most with current MOT's, choice of just five of these clean and well maintained buses. **Stunning value from just £2,695 to £2,995 each depending on age and MOT.**

**1992 J Mercedes 811D Allison automatic Carlyle**, 33-seat coach, refurbished 2000 with retrimmed grey/blue coach seats, compliant seat-belts, twin luggage racks, price includes new MOT, very clean inside and out, one only at this price **£6,995**

**1992 J Mercedes 308D 5-speed manual**, Crystal 12-seat coach with rear wheelchair, MOT November 2004, exceptionally clean for year, from a very good home, ideal for that extra contract at just **£2,295**

**1989/90 G Mercedes 811D PMT Ami**, 33-seat coach, refurbished 3 years ago, attractive blue moquette interior with compliant inertia reel seat belts, refurbished 2001 with new interior, green exterior, MOT May 2005, could do with a respray but drives well and very clean inside, one only at this price **£4,695**



**1989 G Mercedes 709D 5-speed manual Carlyle 25-seat bus**, will upseat to 29 if required, smart interior trim, tidy white/red/green exterior, long MOT to May 2004, very clean example, ideal spare or contract vehicle, just **£2,695**

### 1988E Cummins/Tiger £3,995

**1988 E Leyland Tiger Cummins L10**, ZF manual Duple 340 53-seat coach, rear sunken toilet, recent respray in white/blue, original interior, good appearance but requires body and structural repairs for next MOT, gearchange poor (possible clutch repair required) tested to November 2004, very cheap at **£3,995**

### 11-metre semi-automatic Tiger



**1985 C Leyland Tiger TL11**, 11-metre chassis, hydracyclic 5 speed gearbox, Duple Laser II 53-seat bodywork, current MoT, tidy condition for age, original grey/blue stripe interior, silver/blue exterior, ideal spare or contract vehicle, nice old coach at just **£3,695**



**1984 A Bedford YNT 11 metre Duple Laser II**, 53 seat coach, now in stock, MoT December, red/cream exterior, seats retrimmed in brown chevron centre pattern moquette, very nice old coach for year, excellent value at just **£1,995**



**1984 A DAF MB230 11.6 litre ZF Manual Van Hool Alizee H**, 51-seat coach, centre sunken toilet, continental door, MoT October, original interior, seat-belts fitted, in average condition for year, but it is a Van Hool, due in mid July, ideal spare or for operator refurbishment, one only at this price **£4,495**

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### Iveco Beulas Stergo E

51 seats, executive toilet, video, 210,000km, MoT March 2005, Lic Aug POA

Part exchange considered

Tel: 01466 740283 776/1009855/IV

### Iveco Plaxton Paragon

April 2003, 49 seats, executive toilet, video, white, 105,000km, MoT Feb 2005 Lic Sept

P.O.A.

Part exchange considered

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£8,000

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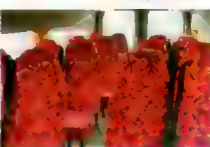
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**99 T RENAULT MASTER MWB**, Ricon fully automatic internal tailift, 55,000 mls, full carpet lined, lots of tracking (4 seats plus spaces for wheelchairs or more seats). Lovely green metallic. Good value **£10,495**

**98 S FIAT DUCATO LWB**, Highroof, 10 highback seats, 4 pointbelts, non slip floor, Unwin tracking, Ricon fully automatic internal tailift, saloon heater. 36,000 mls. Totally immaculate **£10,495**

**98 R FORD TRANSIT**, Coachbuilt Turbo diesel, 80,000k, 14/16 seats (on tracking) carpet lined, non slip floor, power door, front entry, external tailift, very clean minibus **£9,750**

**98 R FIAT DUCATO LWB**, Choice of 2 Highroof, diesel, PAS, 9 highback seats, 4 pointbelts, Unwin tracking, saloon heater, SLD with pull down step, external tailift, non slip floor. Exceptionally clean. 60,000 mls **£7,995 + VAT**

**98 R PEUGEOT BOXER LWB**, Highroof (only tracked for 1 wheelchair but could easily adapt for more) External tailift, 41,000 mls, 3/4 highback seats, 4 point belts, saloon heater, diesel, PAS **£6,495**

**R PEUGEOT BOXER LWB**, Highroof, 49,000 mls, 9 highback seats, 4 point belts, (lots of tracking) external tailift, very clean inside & out **£6,995**

**97 P MERCEDES 611**, 16 highback seats in velour trim, 3 point belts, (complete flat floor) fitted Vario front, 70,000 mls, power door, front entry, panoramic windows, full carpet lined, twin rooflights, saloon heater, external tailift. Absolutely a gem at **£14,495**

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**98 R VW LT 35 MWB**, Highroof, diesel, PAS, 73,000 mls, 10 highback seats in moquette, 4 pointbelts, full carpet lined, non slip floor. Saloon heater **£10,495**

**95 IVECO 49-10 MELLOR COACHBUILT**, 8/16 seat. Choice of 10 Full carpet lined, complete flat floors, Unwin tracking, low mls, turbo diesel, Ricon fully automatic internal tailift, Class V MoT, very clean. Excellent value now at **£3,495**

**97 P TRANSIT COACH BUILT**, 14/16 seats, power door, under floor lift **£3,495**

**98 R TX1 LONDON TAXI**, Excellent condition **Choice of 2 Arriving Soon £8,495**

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**Optare Bonito:** Ford Transit, coach built, 16 seats, forced air, plug door, large boot

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**2001 51 Reg Leyland DAF,** 16 seats with forced air and reading lights

**2000 W Reg Mercedes 814D Vario Plaxton Cheetah,** 29 seats, very clean

**1999 V Reg Mercedes 614D Vario,** 24 seater

**1998 S Reg Mercedes 410D Sprinter,** 16 seater with coach back end

**1997 R Reg Mercedes 814D,** 29 seats with courier

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**814 PLAXTON CHEETAH,** 33 coach seats,  
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**614 MERCEDES RL & B,** 24 seats, power door,  
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## USED

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**2000 (W) PLAXTON CHEETAH,** 33 seats,  
coach spec

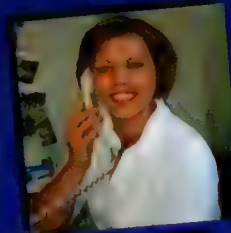
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## USED COACH SELECTION

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51 reclining seats, air conditioning, retarder, centre sunken toilet, continental door, fridge, drinks dispenser, video & monitor. Interior - blue. Exterior - white

**1998 BOVA FUTURA FHD,**

49 reclining seats, air conditioning, centre sunken toilet, continental door, fridge, water boiler, video & monitor, retarder. Interior - blue/red. Exterior - white.

**1997 BOVA FUTURA FHD,**

49 reclining seats, centre sunken toilet, continental door, cool box, drinks dispenser, air conditioning. Interior - green. Exterior white.

**1995 BOVA FUTURA FHD,**

44 reclining seats, rear floor level toilet, servery incorporating cool box, drinks dispenser & storage cupboard, air conditioning, wired for video & monitor. Interior - blue. Exterior - white.

**1993 BOVA FUTURA FHD,**

49 reclining seats, centre sunken toilet, drinks fridge. Interior - brown. Exterior - white.

**1992 BOVA FUTURA FHD - MERCEDES ENGINE**

49 reclining seats, centre sunken toilet, continental door, drinks machine. Interior - blue/grey/orange. Exterior - cream.

**1988 BOVA FUTURA FHD,**

53 reclining seats, continental door. Interior - red. Exterior - white/red/blue.

**1986 BOVA FUTURA FHD,**

49 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, drinks machine, double glazed, video & monitor. Interior - brown grafitti. Exterior - white.

**VOLVO****1999 VOLVO B10M VAN HOOL ALIZEE T9,**

48 reclining seats, rear floor level toilet, rear servery incorporating fridge, water heater & storage cupboard, air conditioning, wired for video & monitor. Interior - yellow/blue. Exterior - white.

**1998 VOLVO B10M VAN HOOL ALIZEE T9**

53 reclining seats, rear floor level toilet, in-swing power operated entrance door. Interior - grey/maroon. Exterior - white

**1998 VOLVO B9M VAN HOOL ALIZEE,**

28 reclining seats, air conditioning, rear toilet, servery incorporating water boiler, fridge & sink. Interior - black/orange. Exterior - white.

**1996 VOLVO B10M JONCKHEERE DEAUVILLE,**

49 reclining seats, centre sunken toilet, continental door, fridge, drinks dispenser, wired for video & monitor. Interior - grey/red. Exterior - white.

**1991 VOLVO B10M PLAXTON PARAMOUNT 3500,**

53 reclining seats, continental door. Interior - brown. Exterior - white.

**1989 VOLVO B10M VAN HOOL ALIZEE,**

53 reclining seats, wired for video & monitor, double glazed side windows. Interior - red. Exterior - white.

**IVECO****2003 IVECO BEULAS EL MUNDO,**

48 reclining seats, air conditioning, rear toilet, servery with fridge, drinks dispenser & storage cupboard, wired for video & monitor. Interior - green. Exterior - cream.

**2001 IVECO BEULAS EL MUNDO,**

automatic transmission, 48 reclining seats, rear floor level toilet, rear servery incorporating drinks dispenser, cool box & storage cupboards, wired for video & monitor, air conditioning. Interior - green. Exterior - cream.

**2000 IVECO BEULAS STERGO,**

48 reclining seats, air conditioning, centre sunken toilet, fridge, water heater. Interior - green. Exterior - blue.

**MINI-MIDI****1996 TOYOTA OPTIMO,**

21 seats. Interior - grey/red. Exterior - white.

**1994 MAN 11.190 CAETANO ALGARVE,**

31 reclining seats, toilet, video & monitor. Interior - red/grey. Exterior - silver.

**1992 TOYOTA OPTIMO,**

18 seats, powered entrance door, curtains. Interior - grey/red. Exterior - white.

**1992 IVECO 59.12 DORMOBILE,**

29 seats, powered entrance door. Interior - grey. Exterior - white/blue.

**1991 MAN 18-180 CAETANO ALGARVE,**

35 reclining seats, continental door. Interior - Autumn Tint. Exterior - white.

**DENNIS****1988 DENNIS JAVELIN DUPL 3200,**

68 seats. Interior - brown. Exterior - red/cream.

**SCANIA****2000 SCANIA L94 IRIZAR CENTURY,**

Automatic transmission, 49 reclining seats, rear sunken toilet, continental door, fridge, drinks dispenser, air conditioning, video & monitor. Interior - maroon/grey. Exterior - white.

**1992 SCANIA K113 BERKHOF EXCELLENCE,**

51 reclining seats, centre sunken toilet, continental door, Telma retarder. Interior - grey. Exterior - white.

**1992 SCANIA K93 PLAXTON 3500,**

51 reclining seats, centre sunken toilet, continental door, wired for video & monitor. Interior - red/grey. Exterior - white.

**1990 SCANIA K93 DUPL 320,**

55 re-trimmed seats, power operated door. Interior - brown. Exterior - white.

**1986 SCANIA K112 JONCKHEERE P.599,**

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Features front entry with power door, 24 high back coach seats, M2 tested, 3 point seatbelts, luggage racks, curtains, stereo, tinted panoramic windows, forced air and reading lights, full body skirts large dropwell boot always available, complies with Euro 3, ABS braking. Power door option available

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### BRAND NEW MERCEDES 413 CDI SPRINTER STRETCHED COACH REAR END

These superb vehicles feature front entry lowered step, 16 full size M2 reclining highback seats, 3 point seatbelts, bonded Panoramic windows, body skirt kit, stainless steel Euroliners, blown air, reading lights, extended coach rear end with huge boot, stereo, ABS braking, walnut dash and more. The very best available

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### SUPERB NEW IVECO SUPER 16 MILLENNIUM

Look at this, front entry, 16 high M2 coach seats, 3 point belts, huge dropwell boot, blown air, reading lights, 2.8 turbo, 6 speed gearbox, skirts, show curtains, panoramic tinted bonded windows, walnut dash, cruise control and electric mirrors, incredible leg room, ABS braking. This really needs to be seen.

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### BRAND NEW MERCEDES 413 CDI SPRINTER 16 SEATER COACH

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#### BRAND NEW OPTARE FORD BONITO LUXURY 16 SEATER



This superb vehicle features front entry power door, 16 high back reclining Fausa coach seats, 3 point seat belts, blown air, reading lights, PA stereo, bonded panoramic windows, coach rear with large dropwell boot, 125 ps Ford Turbo engine, air adjustable suspension and ABS braking.

#### BRAND NEW OPTARE SOROCO 413 CDI LUXURY 16 SEATER



The latest up-to-date model features front entry power door, 16 full size Fausa reclining coach seats, 3 point seatbelts, reading lights, ABS, reading lights, stereo, PA/CD stereo, huge boot, flush glazed Panoramic Windows. Sprint shift option available, superb.

#### BRAND NEW OPTARE NOUVELLE SR 29 - 33 SEATERS



Features, power door, reading lights, blown air, full boot, upto 33 coach seats, double glazing, Telnia retarder, CD/PA, immediate delivery available on this extremely popular vehicle, 3 point seat belts, large boot, walnut dash. Euroliners trims

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This is the latest version of this popular minicoach with upto 39 reclining seats, seatbelts, double glazing, forced air/reading lights, huge boot, 230 BHP, 6 speed gearbox, ABS braking CD/PA, full draw curtains, heated mirrors, and other various options available including air conditioning, toilet etc. Call for further details

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Features front entry power door, 18 highback reclining seats, seatbelts, full MAC air conditioning, stereo, large boot, full test, good value

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### X2001 TOYOTA HI ACE LUXURY 8 SEATER LWB

Features a superb luxury conversion with 8 M2 moquette seats, 3 point seat belts, rear seats on tracking, wheelchair ramp, loads of luggage room, 13,000 miles only with full service history, mint condition

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### K REG TOYOTA OPTIMO MKII JUST ARRIVED

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## FORD



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Standard factory, 14 seater, high-back M2 seats, 3 point belts, sliding side door, finished in white

£9,995 + VAT  
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Super new conversion by Holloways with 8 highback full size moquette seats, 3 point belts, full luxury trim, on slip floor, full wheelchair access. This vehicle has covered only 18,000 miles and is finished in white an outstanding example

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### X2000 IVECO 2.8 TURBO 12 SEATER LUXURY

Features front entry, 12 full size M2 high back seats, 3 point seatbelts, 2.8 turbo diesel, Massive luggage room. Excellent condition

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### 2002 MERCEDES VARIO 614 23 SEATERS

Features front entry lowered step, 23 high back coach seats, 3 point seatbelts, luggage racks. Full height luggage boot, 1 owner, vehicles will be offered in plain white, excellent buy. Choice of 2

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All Finance Options



### 2002 MERCEDES REGO CDI LUXURY 8 SEATER

This remarkable vehicle has 8 reclining leather passenger seats, full vehicle air conditioning, full luxury interior trim with leather features. Electric windows/mirrors, alloys, rear demountable table, curtains, walnut dash, 1 owner with only 58000 miles, rear spoiler, finished in silver. Cost £33,000 when new superb value at only

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### 898 MERCEDES VITO 108 7 SEATER TRAVELINER

Features 7 M1 passenger seats, 3 point seatbelts, full service, finished in unmarked paintwork

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Choice of 3, standard 14 seaters with M2 seats, 3 point seatbelts, 2.9 Turbo diesel engines, 2 white, 1 red with roof rack and rear seats on track

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### P REG RENAULT B110 MESSENGER 12 SEATER

Features front entry power door, 12 highback detachable seats, Ricon clearway tailift, power front entry door with lowered step, automatic gearbox, long test, good condition, finished in blue

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### 1992/93 IVECO 49-10 8 SEAT WHEELCHAIR ACCESSIBLE

Features front entry folding door, 8 highback seats, full wheelchair tracking, underfloor cassette, tailift, automatic gearboxes, full flat floor, excellent value at only

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Choice of 3



### T99 IVECO 49.10 16 SEAT LUX WITH W/CHAIR ACCESS

Features front entry lowered step, 16 highback moquette seats, full wheelchair tracking, underfloor tailift, luggage racks, truly superb, low mileage dual purpose vehicle

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## LDV MINICOACH



### Y LDV CONVOY FRONT ENTRY LUX, 16 SEATS

Features front entry lowered step, 16 highback M2 luxury coach seats, 3 point seatbelts, tinted metal framed panoramic windows, luggage racks, saloon heater, coach vent, stereo, 2.5 Ford Di engine, low mileage, choice of trims, superb Holloway conversion. Choice of 4

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### 2002 REG LDV CONVOY DURO TORQUE 16 SEATER LUXURY

A superb example of this popular minicoach featuring front entry lowered step, 16 highback M2 coach seats, 3 point seatbelts, luggage racks, tinted panoramic windows, full body skirt kit, Euro liners. Only 43,000 miles recorded. Makes this vehicle an excellent buy at

£16,995 + VAT  
Finance from £59 p/w



### Y 2001 LDV CONVOY TURBO 16 SEAT LUX

Features front entry lowered step, 16 highback M2 seats, 3 point belts, luggage racks, tinted panoramic windows, 2.5 Turbo Diesel, Euro liner wheeltrims, 1 owner vehicle

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## LDV



### R98 - 51 PLATE REG LDV CONVOY 16 SEAT HI-TOPS

A choice of 50 vehicles all low mileage, this model has the Transit Di engine and gearbox, 16 M2 highback seats, tested seatbelts, immaculate condition

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All with low mileages, excellent condition, choice of 8

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All finance options available



### V/X 2000 LDV CONVOY 16 SEATERS

Features 16 highback M2 seats, and 3 point seat belts, low top roof, low mileage, excellent condition

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Finance from £29 p/w

## RENAULT



### X2001 RENAULT MASTER 16 SEATER

Features side entry sliding door, 16 highback seats and 3 point belts, standard model with COIF, low mileage, good condition, finished in white

£10,995 + VAT  
Finance from £43 p/w



### 2002 VAUXHALL VIVARO 1.9 DTI 7 SEATER

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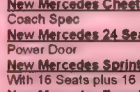
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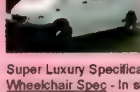
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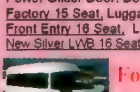
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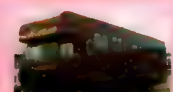
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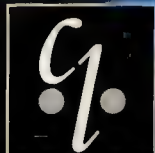
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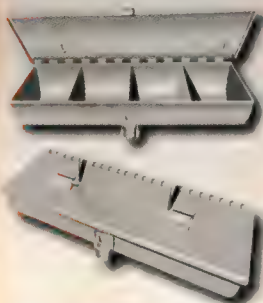
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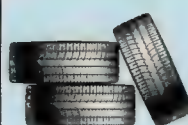
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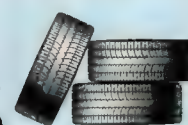
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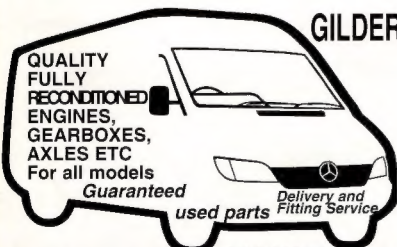
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## Two more Midi Merits for GHA



After purchasing two Volvo Merit midibuses in May, Wrexham based GHA Coaches has invested in two more. The new vehicles are already in use on Flintshire County Council's Mold to Chester route and their specification is higher than the previous two.

The 39 seaters have capacity for 28 standees plus one wheelchair user. They are fitted with CCTV and digital information displays as well as radio/cassette and CD player.

The Merit midibus has a 10.8m Wrightbus body. The VDL SB120 chassis features a Euro3 Cummins ISB engine rated at 150 bhp, matched to an Allinson LCT2000 five speed automatic gearbox.

## Tiger captures a Cheetah in Nottingham



Nottingham based operator, Tiger European, have added this new Plaxton Cheetah to their fleet.

The stylish Cheetah built by Plaxton at South Anston is equipped with 33 Fainsa Gaudi Plus seats.

The vehicle was supplied by Plaxton Coach Sales Centre, at Anston, Sheffield.

## First new VDL SB4000 for Southern Coaches



Southern Coaches of Barrhead, Scotland have taken delivery of their first VDL (DAF) SB4000XF coach. The vehicle is fitted with Van Hool Alizee bodywork and is the first coach with fully automatic transmission to join the fleet. Southern Coaches run an extensive fleet of DAF coaches.

The interior specification includes rear saloon toilet, fridge and boiler, 10 disc CD changer and full climate controlled air conditioning. The SB4000 XF has a 340bhp engine matched to ZF automatic transmission with integral retarder. It was supplied by Arriva Bus & Coach.

## New Irisbus Indcar Maxim 2 for Tilley's



Cornwall based Tilley's Coaches has taken delivery of its first Irisbus Indcar Maxim 2 midi coach. Tilley's operate twelve coaches, eight of which are midis.

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